

# GRAIN DEALERS' JOURNAL

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**Receivers and Shippers of Grain, Mill Feeds, Hay**

We offer you the advantage of both the Buffalo and New York Markets. Correspondence and consignments solicited.

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**CORN, OATS OR HAY  
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97 Board of Trade

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We also handle options.

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Ship it to us and thus realize  
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We are equipped to fill orders  
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Established 1880

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TablesReduce pounds to bushels in car load lots. Oats (32 lbs.), six  
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Established 1854. Incorporated 1857.Grain, Hay, Millfeed and Seeds  
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A time and labor saver. Invalu-  
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Write for bids—your truck.

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I want Eastern and Southern trade to write or wire for prices on Oats, Corn, Barley and Timothy Hay.

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Corn for Feeders. Milling wheat a specialty, both winter and spring. Write for samples and prices. Shipment via C. &amp; N. W. R. R.

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As a handy reference record of market prices it has no equal. Each sheet is 9 1/2 x 9 1/2 inches and has spaces for one week's record. The sheets are put up in blocks of sixty—a year's supply, and sold for 75 cents by the

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The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So in looking for, say 9846, we know it is on the page indexed 6, and in the column headed 4, and is quickest found by looking down the blue line for the third figure or 8. The instances in which these three figures appear in this combination will be so few that the required number can always be instantly found if properly entered.

The book is made of heavy ledger paper and well bound in half Russia. Size, 11x14 1/2 inches.

No. 40 contains 36 pages, with spaces for registering 9,000 cars.  
Price, \$1.50.

No. 42 contains 68 pages, with spaces for registering 17,000 cars.  
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**GRAIN DEALERS COMPANY,**

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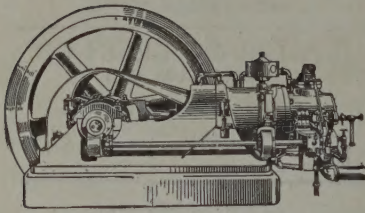
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We know each complete plant (producer and engine) will run *right* before it leaves the factory, perfectly adapted to the coals you will use. Operating costs are  $\frac{1}{3}$  to 1-5 of steam,  $\frac{1}{2}$  gasoline. Especially adapted for grain elevators.

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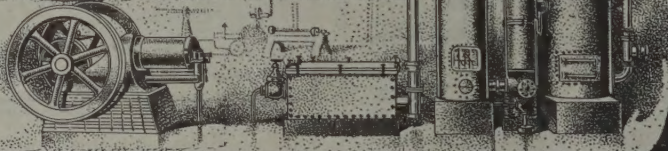
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Formerly Olds Gasoline Engine Works

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## Pintsch Suction Gas Producer



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This book is  $8\frac{1}{2}$  x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

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On cards.

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Printed in 2 colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

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at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

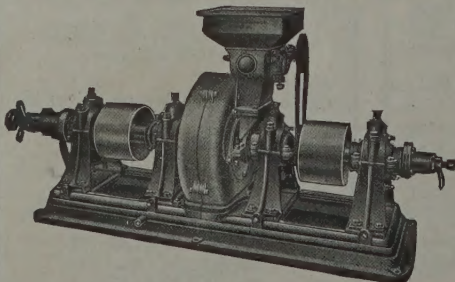
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Let us prove it to you by sending you one on trial.

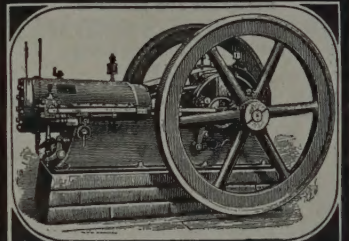
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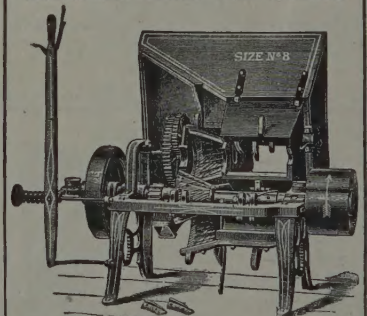
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(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and grind all kinds of small grain; separately or mixed. Will grind Kaffir Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

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Lightest Running  
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HANDIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

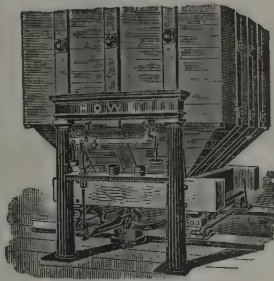
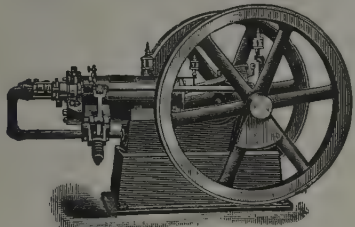
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Are needed in every elevator. Years of hard use have proven that **HOWE ENGINES** and **HOWE SCALES** meet every requirement.



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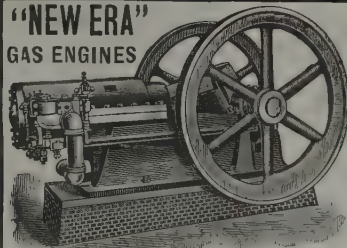
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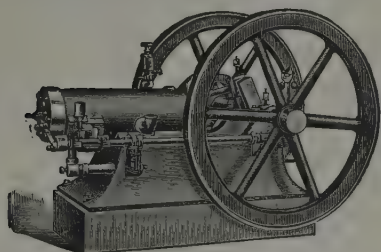
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For Gas or Gasoline. Sizes 1½ to 150 H. P.  
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**Bought in 1895—Been Running Constantly**

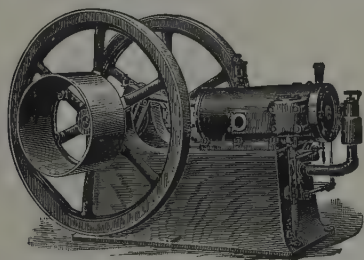
The Naugatuck News, Naugatuck, Conn., writing for supplies, incidentally remarks: "The engine has been a fine one, in fact the best investment we ever made." Surely a splendid tribute to pay to a piece of machinery. "Otto" design, "Otto" materials and "Otto" workmanship combine to make "Otto" excellence. "Otto" engines can never be "cheap" yet are always the **CHEAPEST**.



**OTTO GAS ENGINE WORKS, Phila, Pa.**  
**STANDARD OF THE WORLD**

## J. Thompson & Sons Manufacturing Co.

—Established 1860—



**LEWIS ENGINES**—Throttling Governor  
**THOMPSON ENGINES**—Hit and Miss Type  
**THOMPSON AUTOMATIC**—Sizes, 4 H. P. to 250 H. P.  
**GAS PRODUCERS**—Sizes, 50 H. P. to 250 H. P.

Write us for full information.

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## Fairbanks' Automatic Scales

For continuous, uniform and accurate weighing of grain.



### Fairbanks

Standard Track and Hopper Scales used the world over

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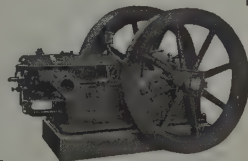
Gas, Gasoline or Oil Engines are cheaper than steam power using coals as fuel. Require no attention after starting, thus dispensing with engineer.

### STEADY, RELIABLE POWER

Let us bid on your Mill and Elevator Equipment

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# DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.



## POWER CAR LOADERS FOR ELEVATORS.

IF YOU WANT THE BEST  
CAR LOADER

Write

The Ideal Car Loader Co.  
ALLENVILLE, ILL.

THE PRACTICAL GAS ENGINEER  
(3rd Edition)

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00.

GRAIN DEALERS JOURNAL  
255 La Salle St., Chicago.



BOSS CAR LOADERS  
TAKE UP LITTLE ROOM

Auburn, Illinois, Sept. 17, 1902.  
Maroa Mfg. Co.  
Maroa.

After so long the pulley came and we have loaded three cars. We loaded a car today so that I don't think you could have put 20 bushels more in with a man. Mr. Hargrove of Virden and he wanted probably three machines after

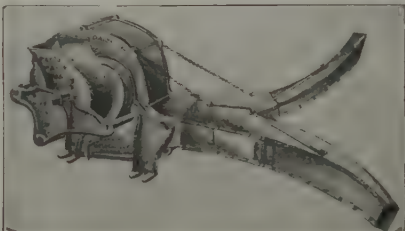
Yours truly, J. W. BRONAUGH.

den was in today and said to tell you to come to Virden at once seeing this one work and I expect to keep the good work going.

Still another advantage in our stationary car loaders is that they occupy no space in the car so you can fill the entire car, the center as well as the ends when cars are scarce and your elevator overflowing. Our car loaders possess other advantages besides being stationary and they will be given in succeeding issues. Let us send you a loader on trial.

MAROA MFG. CO., Maroa, Ill.

The DAISY is Light Running and Improves the Grade



The letter from Mr. Mitchell is one among many we are daily receiving and all have a word of praise for the "Daisy" Car Loader. Why? Because it is the best and does just as we recommend. Sent on trial upon request.

Pann, Ill., Nov. 10, 1908.

WELGE & LILLY:—

I have used your Daisy Grain Loader for about 4 months and I am perfectly satisfied with it, as I have got better grading on my grain since using it. I find it a light running machine and just as you recommend it.

Yours truly,

J. D. MITCHELL.

WELGE & LILLY, - Maroa, Ill.

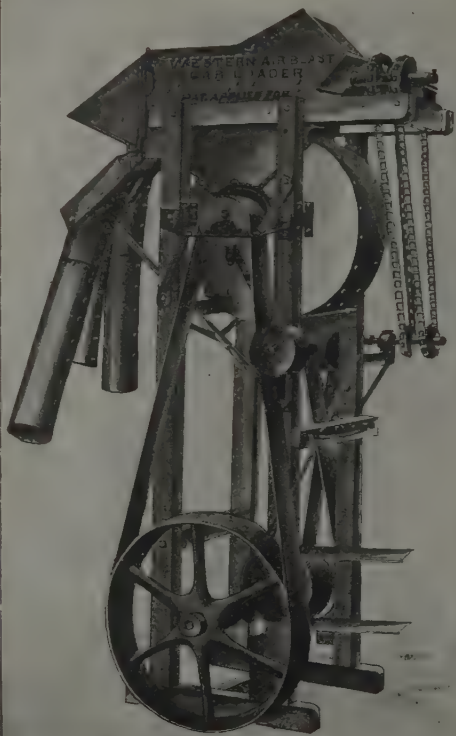
Corn and Oat Tables

On Cards

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cents.

Grain Dealers Co.

255 La Salle Street, - Chicago, Ill.



The Western Air Blast  
Car Loader

Will load your grain by air pressure without damage to the grain.

This machine has been given practical tests and it has been proven that it is the best machine for loading any kind of grain.

We have testimonials from practical men who are now using this machine, let us send them to you.

Prices and Terms on Application

MANUFACTURED ONLY BY  
The Progressive Mfg. Co., Pana, Ill.



# AIR DRIED GRAIN

(NOT KILL DRIED)

The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels capacity and up.

## "Ellis Grain Drier"

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Sole Manufacturers

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# The Hess Grain Drier

(Used Everywhere)

Is the only device of its kind which has met all requirements and which has lived up to the guarantee of its makers. :: Free booklet.

Hess Warming and Ventilating Co.

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# For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

The cost for advertising is 15c per line

## Don't Miss Put-in-Bay

Chicago delegates, as well as those from nearby points who will attend the annual meeting of the National Hay Association, Put-in-Bay, Ohio, July 3rd, 4th and 5th, should arrange their trip via the

### Lake Shore and Michigan Southern Railway

The Lake Shore offers the best service, most trains and quickest time. The best train to take would be No. 16, leaving Chicago at 1:45 P. M., Monday afternoon, July 2nd, due Toledo 7:50 P. M. Boat from Toledo at 10 P. M., due Put-in-Bay at 1:35 A. M.

This would give you all day on change, a day-light ride through Indiana and part of Ohio, and a pleasant afternoon to visit with friends and business acquaintances.

One of the famous Lake Shore Dining Cars runs on this train, serving a most excellent table-d'hote dinner. Urge all your friends and country shippers, who you know will go, to join, the crowd.

Those who could not leave at 1:45 P. M. could take the 10:30 night train, if desired, and go by way of Sandusky. Train is due there at 5:35 A. M., and boat for Put-in-Bay leaves at 10 A. M. Those taking this train should arrange to make their sleeping car reservations at an early date and address Mr. G. K. THOMPSON, General Agent, Lake Shore & Michigan Southern Railway, No. 180 South Clark Street, Chicago, Ill. They should also purchase tickets to Toledo at \$6.50, and then pay locally from Toledo to Sandusky, rate 95 cents. By doing this they will be able to secure return tickets at one third of \$6.50.

Those who will take the afternoon train for Toledo will simply purchase Toledo tickets at \$6.50, and pay one third of that returning.

Don't fail to ask for certificates, for on same will depend your being able to secure the third rate returning.

Your attendance is desired to help make this the best meeting the Association has ever held.



**Reliance Construction Co.**

Engineers and Contractors of

**GRAIN ELEVATORS.**

45 Board of Trade, :: Indianapolis, Ind.

**FRED GROTENRATH**  
111 W. Water St. Milwaukee, Wis.  
Designer & Contractor of  
**GRAIN ELEVATORS**

Plans, Specifications and Estimates furnished on short notice. Grain Elevator Machinery and Supplies carried in stock ready for immediate delivery.

**G. H. BIRCHARD**Architect and Contractor of  
**GRAIN ELEVATORS**Especially Designed for  
Economy of Operation  
425 So. 11th Street, LINCOLN, NEB.**CONCRETE ELEVATORS**  
LAST FOR ALL TIMENO INSURANCE  
NO FIRES  
NO SWEATING  
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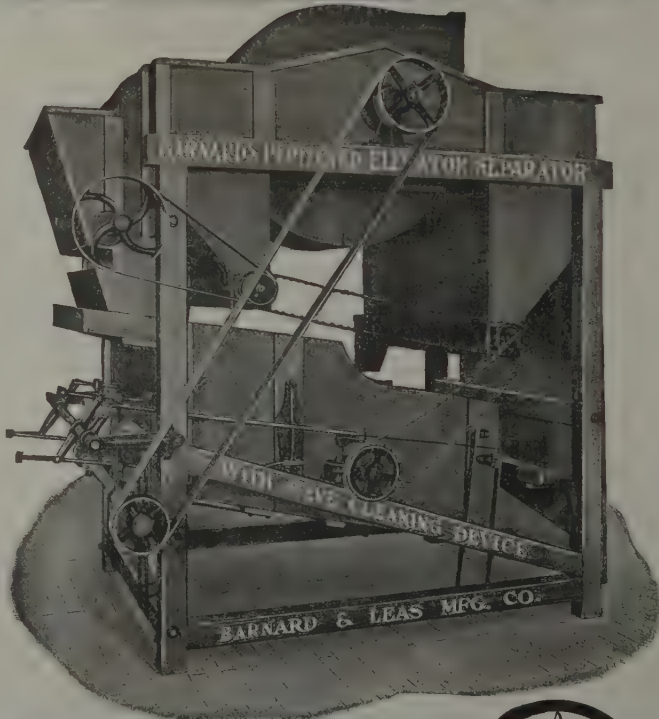
Costs but little more than a first-class frame house. Write at once.

**WM. W. LOCKWOOD, WINFIELD, KANSAS****My Aim**

IS TO BUILD

**GRAIN ELEVATORS** which are right up-to-date in every particular**M. J. TRAVIS, Wichita, Kansas****A. E. HONSTAIN I. S. HONSTAIN**  
**HONSTAIN BROTHERS**  
Successors to HONSTAIN, BIRD & CO.  
Contractors and Builders of  
**GRAIN ELEVATORS**  
306 Corn Exchange, MINNEAPOLIS, MINN.  
Telephone 9467**Want an Elevator?**

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

**Barnard & Leas Mfg. Co.****Keep the Sieves Clean****Barnard's Perfected Separator**

With sieve cleaning device is the most up-to-date machine of its class on the market.

The sieve cleaning device results in keeping the sieves perfectly clean at all times and insures positive and uniform work.

With this device the separator is entirely automatic and requires almost no attention.

We make the only successful "Air Circuit Separator" and a full line of Scourers, Oat Clippers, Packers, etc.

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Contractor and Builder of  
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Plans and estimates furnished quickly  
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**ELEVATOR  
CONTRACTOR**

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Architect and Builder of Modern Grain  
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Get my estimates.

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ELEVATOR MACHINERY AND SUPPLIES  
LEATHER AND RUBBER BELTING  
COLUMBUS GASOLINE ENGINES  
PEORIA, - ILLINOIS

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bill, by having an Elevator that  
does the work. I build and re-  
model grain Elevators. Write  
for plans and prices.

**R. M. VAN NESS**                      Fairbury, Neb.

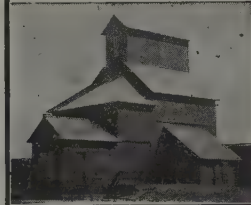
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EQUIPMENT, ELEVATOR EQUIPMENT**

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**ELEVATOR BUILDERS**  
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Exclusive  
Western  
Agents  
of the

**McVicker  
Gasoline  
Engine**

Simplest  
and least  
troublesome  
Engine  
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Designers and Builders of  
**Elevators in Wood  
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Plans and Specifications for  
Elevators of all kinds and  
Capacities Furnished.  
Write for further particulars.

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## GRAIN ELEVATORS

TERMINAL AND COUNTRY  
IN ANY STYLE OR CAPACITY



**L. O. HICKOK**

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**MINNEAPOLIS, - - MINN.**



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Better have **YOUNGLOVE** build your Elevators than to **WISH** you had.

POWER PLANTS AND EQUIPMENTS  
OF ALL DESCRIPTIONS INSTALLED

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Offices: 407-409 Commercial Bank Building  
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PRACTICAL WORK.

BEST DESIGN.

Plans and Specifications a Specialty.

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We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success—we do it.

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IF YOU WANT A  
GOOD ELEVATOR

LET

**L. BUEGE**

306 Boston Block, Minneapolis, Minn.

BUILD IT FOR YOU

**SQUARE BIN  
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A SPECIALTY.

BRICK OR TILE.

We also have facilities for building modern country elevators quickly.

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# STEEL

## Twenty Million

Bushels Capacity  
of Our Construc-  
tion now in use.

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STEEL STORAGE AND  
ELEVATOR CONSTRUCTION Co.

BUFFALO, - N. Y.

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## Grain Register No. 12 AA

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

FOR SALE BY

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

## Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car No. and Initial. Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

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Designing and Construction  
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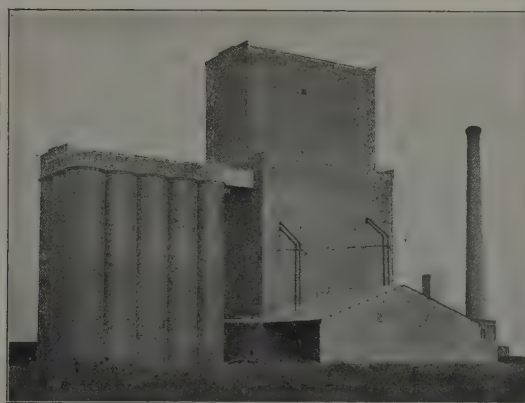
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## Fire-Proof Steel and Tile Elevator

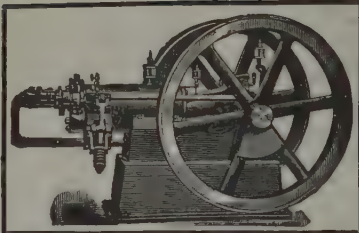
Recently completed for the Lake Shore and Michigan Southern Railway Company at Indiana Harbor, Indiana, by

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GENERAL CONTRACTORS

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Sole State Agents **HOWE** Gasoline Engines. Special Agents **HOWE** Scales.

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**Complete Equipments for Grain Elevators a Specialty.**

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**HELP or a POSITION,**  
can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.



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**CO. BARTLETT & SNOW CO.**  
CLEVELAND O.

**Hall Signaling Distributor**

Prevents grain mixing in distribution.

Automatically signals when bin is full, or spout clogged.

Permits using all bins to full capacity.

Prevents chokes in back leg.

Operates entirely from lower floor.

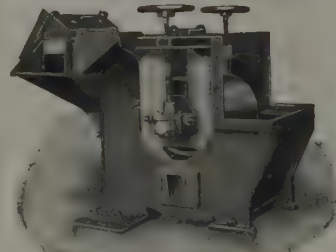
Drudgery made pastime.

No repairs required.

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**HALL NON-CHOKABLE BOOT**  
REMOVES A GREAT BUGBEAR

It makes chokes with grain absolutely impossible, thereby removing all the trouble, disaster and expense incident thereto.

Incidentally every cup fills heaping full, utilizing their full carrying capacity, thereby doubling the amount daily elevated, without care, attention or anxiety. Pay for themselves in work accomplished in 30 days. Send for catalogue D.

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Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

**Wagon Loads Received**

FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½ x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners.

Price, \$1.50.

**GRAIN DEALERS COMPANY**

255 La Salle Street, CHICAGO, ILL.

**Record of Cars Shipped**

FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger Paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½ x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners.

Price, \$1.50.

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**Your Order**

for elevator machinery and supplies will be placed with us, if you want good goods, prompt shipment, and above all prices that are in keeping with their quality.

Send your bill of material for us to estimate, we want to show you that we are after your order.

Our catalog of everything needed for Modern Grain Elevators gladly sent upon request.

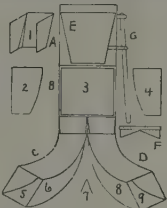
**Midland Machinery Co.,**

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can be obtained by ordering outside parts by letters; linings by numbers.



Write THE DICKSON CO., Peoria, Ill.

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We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

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Contractor and builder of  
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I manufacture Chain Grain Feeders for the world.

Flour Mill and Elevator Machinery Supplies, &c. Write for special prices.

Address:

**A. H. RICHNER**

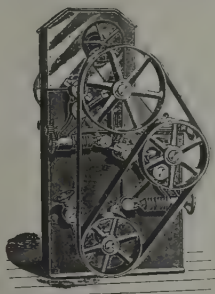
606 S. Water Street  
CRAWFORDSVILLE, IND.

### Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size  $2\frac{1}{2} \times 8\frac{1}{4}$  in. Printed in 2 colors. Price 50 Cents.

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## No Use Talking



All the talk in the world might not convince you, but, unless you're so everlastingly prejudiced that you don't care whether our machine is best or not, then before buying, just investigate the

### NORTHWAY FEED MILL.

This machine is truly a wonder. We guarantee it to grind more bushels to the H. P. and grind it better, than any feed mill on the market. If the proposition interests you, look it up

Elevator and Mill Machinery and Supplies. Roll Corrugating.

### STRONG-SCOTT MFG. CO.

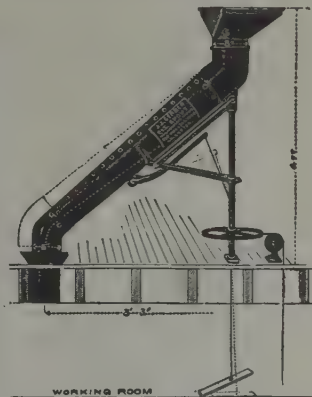
Formerly the Strong & Northway Mfg. Co.

Flour Mill and Elevator Supplies.

N. W. Agts. for Invincible Cleaners and Richardson Automatic Scales.

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### GERBER IMPROVED Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

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## Buffalo Grain Testers

### INDICATE

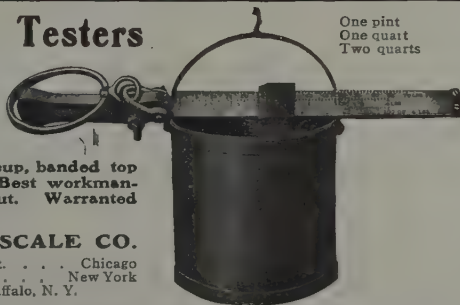
- 1st The number of pounds a sample will weigh to the bushel
- 2d The exact weight of the sample
- 3d The per cent of loss after cleaning



Heavy brass cup, banded top and bottom. Best workmanship throughout. Warranted U. S. Standard

### BUFFALO SCALE CO.

249 So. Jefferson St. . . . Chicago  
122 Liberty St. . . . New York  
Works Buffalo, N. Y.



One pint  
One quart  
Two quarts

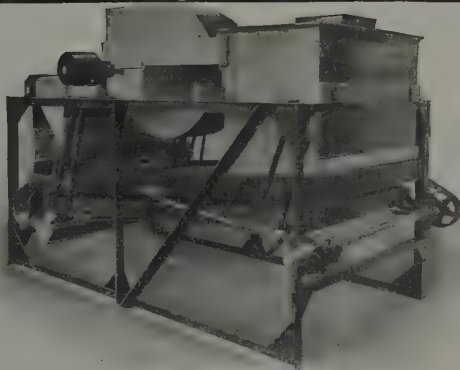
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Patented



U. S. Corn Sheller.

Built for service and satisfactory results. **SHELLER** is all iron and does perfect work. **CLEANER** has a Steel Frame and shoes with special constructed steel screens. Nothing to get out of order. Counter-balanced and dustless. Cleans corn, oats and wheat. Sold on trial at popular prices. Send for circulars.

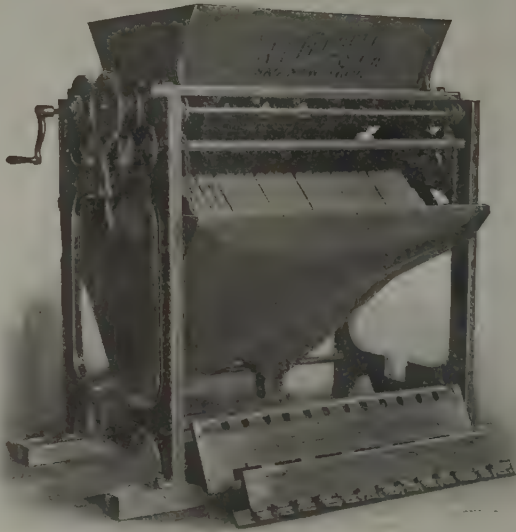


U. S. Corn and Oats Cleaner.

**B. S. CONSTANT CO.,** BLOOMINGTON, ILL.



# The "Giant" Bean Picker



The Giant Picker will pay for itself in 90 days under favorable conditions. Almost any grade of beans, picking two to three pounds, can be sold as hand picked stock, after passing over the Giant. A five-lb. picker can be reduced to 2½ lbs. and a ten-lb. picker to 5 lbs., and often less and heavier pick stock in proportion.

What does this mean in dollars and cents?

A bean that picks 2 lbs. costs \$34.50 per car to pick by hand. A Giant Picker will do it for \$4.50, leaving a profit of \$30.00 per car to be credited to the Giant Picker. On a bean that picks as high as 10 lbs. the Giant will take out 5 lbs., running the stock 20 bu. per hour, or 1,000 lbs. of culls in ten hours. Is it any wonder that many dealers use from four to eight Giant Pickers in their elevator?

CATALOGUE AND FULL PARTICULARS  
UPON APPLICATION.

**A. T. FERRELL & CO., Saginaw, W. S., Mich.**

## "Western" Warehouse Shellers and Cleaners

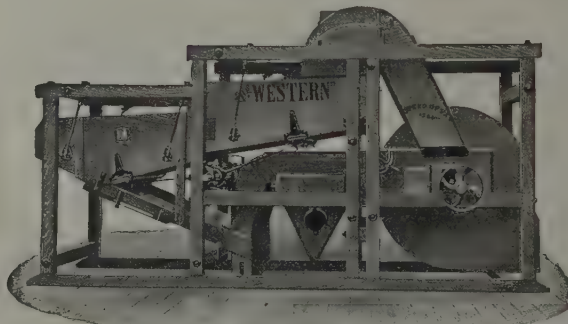
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**UNION IRON WORKS**  
DECATUR, ILL.



WE MAKE A SPECIALTY OF

## Elevator Machinery

of all kinds including Elevator Heads and Boots, Cast Iron Boots, Ball-bearing Turn Heads, Pulleys, Sprocket Wheels, Shafting Boxes, Collars, etc. We also manufacture the "WESTERN" FRICTION CLUTCH. It has no equal. : : ; : :



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Complete Stock carried in Kansas City, Missouri, 1221-1223 Union Avenue.

# SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

## A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

## A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

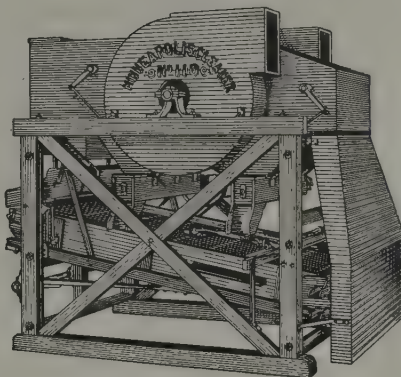
## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

# Combination Cleaner

Grain or Flax

2 MACHINES IN 1

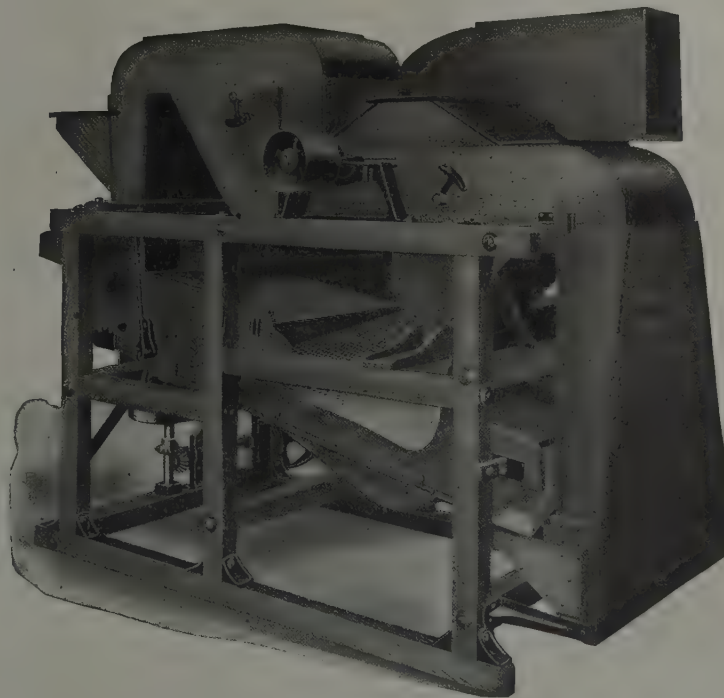


By a unique device in the eccentrics we are enabled to produce two distinct throws and motions; thus we have in this machine a perfect grain cleaner as well as a flax cleaner, and the change can be made in five minutes' time, making it the most practical machine made. Has a large capacity in both grain and flax, yet simple and durable.

## J. L. OWENS COMPANY

615 Superior St., Minneapolis, Minn.

# The Beall Rotating Corn Cleaner



THOSE  
WHO SEE IT  
BUY IT

This is true because of its *easy rotating motion* and the thorough manner in which it cleans corn

It is the Cleaner you  
have been waiting for

WRITE FOR PRICES

The Beall  
Improvements  
Company

DECATUR, ILLINOIS



**ELEVATORS FOR SALE.**

**ELEVATOR FOR SALE** in North-western Iowa. Address Box 185, Hawarden, Ia.

**FINE ELEVATOR** and grain business for sale. Worth getting after quick. Apply N. Bentz, Nokomis, Ill.

**ELEVATOR AND WAREHOUSE** for sale; capacity 30,000 bushels. Address Wm. L. Bennett, Navarre, O.

**ELEVATOR AND COAL** business for sale in S. E. Iowa. Cash or land. Address G. Box 9, Grain Dealers Journal, Chicago.

**FOR SALE**—A small line of elevators in southeastern South Dakota. Address Elevator, Box 5, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—ELEVATORS AND MILLS in the Hard Winter Wheat belt. Address The Culver Brokerage Co., Wichita, Kans.

**FOR SALE**—My elevators at Green Valley and Ruthton on Gt. N. Ry., in Southwestern Minn. Address Walter Parks, Airlie, Minn.

**ELEVATORS FOR SALE** in corn belt of Illinois and Indiana. All worth the money asked. Address James M. Maguire, Campus, Ill.

**IOWA ELEVATORS** for sale. A small line of good elevators in oats territory in Iowa. Address Oats, Box 12, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Elevator located on Wash; storage capacity 60,000 bus.; good grain point. Address G. Box 12, Grain Dealers Journal, Chicago, Ill.

**MY ½ INTEREST** in up to date elevator for sale. Feed, coal and seed business in connection. Address W. R. Laughlin, Box 345, Beatrice, Neb.

**MUST SELL** elevator, belonging to estate in the corn belt of Ill. Station handling 6 to 700,000. Possession at once. C. A. Gale, Excutor, Weldon, Ill.

**FOR SALE**—The best paying small elevator with hay, potato and fruit business in Michigan. Address Ling, Box 12, Grain Dealers Journal, Chicago, Ill.

**FOR SALE AT A BARGAIN**—One of the best elevators and coal business in eastern Kansas, \$8,000, cash or time; no trades. Address Perry Frazier, DuBois, Neb.

**MINNESOTA ELEVATORS** for sale. Three desirable elevators situated on the same road in central Minnesota. Address Market, Box 12, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—A 200,000 bushel grain point, in A No. 1 condition; located in Central Illinois. Write for full information to Rose, Box 8, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—15,000 bushel elevator in Central Nebraska; hopper scales; Fairbanks engine. All in excellent condition. Address Yes, Box 8, Grain Dealers Journal, Chicago, Ill.

**GOOD ELEVATOR** and coal business in N. W. Ia. for sale, or exchange for good land. Give full description of land. Address D, Box 12, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE.**

**FOR SALE**—One of the best elevator properties in central Ohio; lumber yard and coal yard in connection. If sold before July 1 inviting terms will be named. Address Box 66, Marion, Ohio.

**NINE ELEVATORS** in southeastern Iowa on the C., B. & Q. R. R. for sale. Total storage capacity 200,000 bushels. For further information apply to H. D. Everingham, Fort Madison, Iowa.

**FOR SALE AT A BARGAIN.** OWING to the death of Mr. Romain, the elevator property and business of Romain & Co., Asbury Park, N. J., is for sale. Write at once if you want a bargain.

**A NEW 20,000 bu. elevator** for sale; located on the M. P. R. R. in Mo.; modern in every respect; only elevator in town. Good reason for selling. Address Bern, Box 12, Grain Dealers Journal, Chicago.

**ELEVATOR FOR SALE** in Western Illinois; in good wheat country; fine crops; modern in every respect, built a year ago. Reason for selling—other business interests. Price right. Address E. E. Hollister, Quincy, Ill.

**ELEVATOR FOR SALE** on Pan Handle R. R. in good grain country, 15,000 bushels capacity, 25 h. p. gas engine, feed mill, corn sheller, Monarch separator, all in good condition. Address W. A. Goings, Richmond, Ind.

**TWO ILLINOIS ELEVATORS** for sale within one hundred miles of Chicago that will handle 400,000 bushels annually; good money makers. Write at once to James M. Maguire, Campus, Ill.

**GOOD 10,000 bu. elevator** and fine residence property for sale. Good country and territory, and wonderful crop prospects. Live stock business on side. Price \$6,000.00. E. Daniels, Jr., Sulphur Springs, Iowa.

**GOOD ELEVATOR** for sale, 18,000 bushels capacity; 2 dumps; 8 h. p. gas engine. Mill feed, seeds, salt and good coal business; good location. B. C. Bell, Geneva, Franklin Co., Iowa.

**IOWA ELEVATOR** of 20,000 bushels capacity for sale at a bargain. Also handle seeds, tile and coal and grind feed. Good location. C. & N. W. Ry. Address H. & H. Co., Box 10, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Perfectly equipped track grain buying office and business, in Indianapolis. Great opportunity for brokerage or merchandising. Address Track Buyer, care Jacob W. Smith, Secretary, Indianapolis, Ind.

**GRAIN, coal and lumber** business for sale in western Indiana; will be sold right. Here is a good chance. No competition in either line. If you mean business write at once. Address Ton, Box 4, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE.** A plying line of elevators, including well equipped cleaning house, in the corn and oat belt of Iowa; price \$50,000. Also a few more houses in Western Iowa, Northern Minnesota and Eastern North Dakota. H. A. Wernli, 713 Chamber of Commerce, Minneapolis, Minn.

**ELEVATORS FOR SALE.**

**ELEVATOR FOR SALE**, 15,000 bushels capacity; in 150,000 bushel grain point, with good track business; fine retail business; no competition. Good reasons for selling. Address Wayne, Box 12, Grain Dealers Journal, Chicago, Ill.

**BEST 20,000 bushel cribbed 2x6 elevator** in northwest; new; handled 125,000 bushels this season, \$5,500. Part time to right man. Can have lumber business also if desired at Cloverdale, Iowa. George A. Romey, Melvin, Iowa.

**I HAVE** a line of elevators to sell on the bargain counter; everything right; on F., F., W. & W. in Northern Ohio; another around Springfield, Ill., and a lot of choice single station elevators. \$5,500 to \$20,000. John A. Rice, Frankfort, Ind.

**ELEVATOR** and coal business in S. E. Nebraska, on B. & M. R. R. for sale; 25,000 bushels capacity; hopper scales 42,000 lbs., gasoline engine. All in good order. Good business. Address Tam, Box 9, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Good elevator on the line of C. & Milwaukee R. R., at Woodward, Iowa. All in good working order and doing good business. Reason for selling: death of owner. Inviting terms will be named. Address Thos. Holmes, Stuart, Ia.

**FOR SALE**—Three small elevators on Chicago Great Western Railway in Southern Minnesota, well located and in good running order. Easy terms to right party. Address THE JOHN MILLER CO., Chamber of Commerce, Minneapolis, Minn.

**FOR SALE**—A line of twenty elevators in best grain section of Kansas, along the line of Missouri Pacific. Close at once; owner desires to retire on account of health. Immediate answer. Address Kansas City, Box 11, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—HAY, GRAIN AND PRODUCE business in up to date town of 3,000 in Northern Indiana. Building and location the best. Can combine with another profitable line. A bargain. Address S. W., Box 10, Grain Dealers Journal, Chicago, Ill.

**ON ACCOUNT** of retiring from business, owners offer for sale their entire line of country elevators including valuable transfer house at Savanna, Ill. Can give possession August 1st. Parties interested please communicate with A. E. Phillips, 218 La Salle St., Chicago, Ill.

**FOR SALE OR TRADE** for Kansas, Oklahoma or Missouri land, one of the best elevators in N. E. Kansas. Has steam power, sheller, cleaner and hopper scales; has handled 300,000 bushels of grain in one year; good coal and feed trade. One of the best paying propositions in the State. Address Near, Box 8, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—35,000 bushel elevator in first class repair, 2 dumps, new Fairbanks wagon scales, 2 stands of elevators, 2 hopper scales for loading purposes. Cheap if sold soon. Located on Lake Shore Ry. at Laporte, Ind. Only elevator in town. Address S. S. Bosserman, Laporte, Ind.

## ELEVATORS FOR SALE.

**ELEVATOR AND COAL** business in Ohio for sale; new building; well equipped with new and modern machinery; gasoline power; own ground and side track; is a good paying business; good reasons for selling. If you mean business write, as it will be sold. Address John, Box 12, Grain Dealers Journal, Chicago.

**WELL EQUIPPED ELEVATOR** located at Conway Springs, Sumner Co. Suitable for handling both local and transit business. Power scoops, car lot hopper scales, cleaners, etc.; 75 h. p. steam plant; first class condition. Some cash, balance payments and long time to suit. One of best wheat counties in Kansas; some corn and oats also. Address H. L. Strong Grain Co., Kansas City, Mo.

**FOR SALE**—Life time chance—18,000 bu. elevator, 80 bbl. Nordyke flour and corn mill, perfect condition; 2½ acres ground, barn, etc. Private tracks; great wheat and corn prospect now. 200 cars coal, 25 to 30 cars lumber annually. Nearest elevator 5 miles; nearest mill 10 miles. Electric line near Indianapolis; town 2,500; every city convenience. \$5,000, will handle both or will sell mill alone, small cash payment. Address H. E. Kinney, Indianapolis, Ind.

**NEW, UP TO DATE** elevator for sale. Cheap if sold in the next 60 days. Have all the new and improved machinery installed, capacity 50,000 bushels, 40 h. p. gas engine, bins cribbed, iron-clad siding house on leased land of Penn. R. R., with free switching to 4 other leading R. Rs. Will handle 150,000 bushels in addition to big retail and jobbing trade on coal, flour and feed. On account of failing health plant must be sold at once. A bargain awaits you! Write for full information or come on the ground. Address Box 93, Marion, Ohio.

## FOR SALE.

**OUR ELEVATORS** at Ridgeville and Snow-Hill, Ind. The Ridgeville house is on the G. R. & I. and P. C. C. & St. L. Railroads; it is a modern house, 20,000 bushels capacity, cement and brick engine house, three dumps, office, flour and feed room, two pair high roller feed mill, good coal yard and hay business in connection. From Jan. 1st, 1905, to Jan. 1st, 1906, it handled 150,000 bushels of grain, 40 cars of hay and 37 cars of coal; in addition to this it handled 1,500 bushels clover seed and two cars wool.

Snow-Hill, modern house, 12,000 bushels capacity, everything in good condition; all bins are hoppers; has a good corn crib; storage capacity for twenty-five cars hay; handled last year 120,000 bushels of grain, two cars clover seed and one car wool. Good territory surrounds both of these houses, and both are money makers. Ridgeville is a splendid town; good schools and churches. Snow-Hill is a good country community. Good reasons for selling these houses. No trades will be accepted; must be cash or good notes. Address Goodrich Bros. Hay & Grain Co., Winchester, Ind.

## MISCELLANEOUS.

**CIPHER CODE WANTED**—I want a copy of Jennings' New England Telegraph cipher. Must be in good condition. Address Code, Box 4, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS WANTED.

Will buy an elevator. Send description and price. R. R. Gill, Wooster, O.

**WANTED** to lease good elevator. Ohio preferred. Address 352 King Ave., Columbus, Ohio.

**ELEVATOR** wanted to rent—well equipped plant in good territory. S. W. L. Box 10, Grain Dealers Journal, Chicago, Ill.

**WANTED**—To buy an elevator doing good business in good town, or would rent line of elevators with privilege of buying. Address 1638 E Ave., Cedar Rapids, Iowa.

**ELEVATOR WANTED**—Want to buy one or two grain elevators in good grain points. Give price and good description first letter. Address Cash, Box 11, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS WANTED**: in western Iowa, southeast Dakota and Nebraska. Give particulars regarding competition and station receipts and kind of elevators. Address T. Box 10, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR WANTED**—In Western Ohio or Eastern Ind., doing a business of 100,000 bushels a year. Will not object to coal and feed. Elevator and bins located on private land. Address Lock Box 66, West Milton, Ohio.

**WANTED**—to trade the Commercial Hotel, Spencer, Ia., a good 35 room hostelry, for elevators well located in Minn. or S. D. Must be tributary to Minneapolis. Address Hotel, Box 11, Grain Dealers Journal, Chicago, Ill.

**TO EXCHANGE**—For a small line of elevators in So. Dak., So. Western Minn., or No. Western Iowa: a 320 acre stock and grain farm ½ mile from Luverne, Minn. Will pay difference. Address John P. Coffey, Luverne, Minn.

## HELP WANTED.

**EXPERIENCED GRAIN** traveling man for Minnesota, So. Dakota and Iowa. Must be a good judge of grain. State age, salary and give reference. Address Reg, Box 12, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Experienced traveling man to buy barley in Minnesota and South Dakota for receiving house. State experience and present position. Address Wauke, Box 12, Grain Dealers Journal, Chicago, Ill.

**WANTED**—A man to take charge of barley station in Wisconsin. We want a man that understands the handling of barley. State experience and salary expected. Address Wisconsin, Box 11, Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

**PARTNER WANTED**—Business Chance—Active partner wanted in an established grain commission business; \$5,000 cash required. Address R. W. H. Box 12, Grain Dealers Journal, Chicago, Ill.

**WANTED**—A man to take thirty or forty shares at \$100.00 each in an up to date elevator and seventy-five barrel mill in Eastern Indiana; good grain country. Address Shares, Box 12, Grain Dealers Journal, Chicago, Ill.

## SITUATIONS WANTED.

**SITUATION WANTED**—As buyer or manager of station; thirty years experience. J. S. McCroy, Great Bend, Kans.

**SITUATION WANTED**—By young man with experience as manager of an elevator. Best of references. Can speak three languages. Address H. Smith, 1821 N., Cedar Falls, Iowa.

**WANTED**—Position by young man as bookkeeper or manager of grain business. Highest references in every particular. Address Frank, Box 12, Grain Dealers Journal, Chicago, Ill.

**SITUATION WANTED** as manager of a country grain business, with experience in lumber and grain. Best references. Address A. L. V., Box 9, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED**—as buyer for an elevator or grain mill. Have had fourteen years experience. Best of reference. Address Station, Box 12, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** by experienced bookkeeper and grain man. Station in good section on joint account preferred. Best references. Address Santa, Box 8, Grain Dealers Journal, Chicago, Ill.

**SITUATION WANTED**—By young man having practical and thorough experience in the grain business. Present contract expires July 1. Address P. S. W., Box 11, Grain Dealers Journal, Chicago.

**SITUATION WANTED**—By competent grain buyer of three years experience. Understand running gasoline engines and elevator machinery. Best of references furnished. Frank Bowser, Hutchinson, Kan.

**POSITIONS WANTED**—By all around grain man as bookkeeper or manager of grain business. Good accountant, sober, industrious and very ambitious. Give me a trial. Address Elmo, Box 12, Grain Dealers Journal, Chicago, Ill.

**SITUATION WANTED**—as manager or helper of country elevator by young man, actively engaged in the grain business for 12 years. Can furnish best of reference and bond. Address G. H. Thomas, 227 West State St., Mason City, Iowa.

**GRAIN, BROKERAGE AND COMMISSION MEN**—my specialty, expert telegraph operator; rapid on typewriter; traveled on road ten years; manager and board of trade experience; best references. Give me a trial. Address H. M. Talcott, 714½ Francis St., St. Joseph, Mo.

**SITUATION WANTED**—I am experienced at elevator work; can handle steam and gas engines; understand grinding of all kinds of feed stuff; twelve years' experience at actual work. Will consider any kind of a job in my line. Address H. A. Stelter, Appleton City, Mo.

## PARTNERS WANTED.

**PARTNER WANTED**—in one of the best feed mill propositions in Illinois. A fine town of 6,500 inhabitants; a fine territory. Would consider proposition on the entire property. Write at once for full information. Address John Kull, Pontiac, Ill.



**ENGINES FOR SALE.**

GASOLINE engine for sale, 70-h. p. Temple Pump Co., 15th Place, Chicago.

FOR SALE—One 10 h. p. Atlas engine in A No. 1 condition. Address Paul O. Moratz, Bloomington, Ill.

TEN h. p. Otto gas engine in good order, for sale cheap. J. W. Kepler, 368 Indiana St., Chicago, Ill.

FOR SALE—22 h. p. Foos gasoline engine, latest type. Guaranteed good as new. R. Tulloss, Springfield, Ohio.

GASOLINE ENGINE, "Superior," 20 to 25 h. p. Thoroughly rebuilt at factory. Stock & Sons, Hillsdale, Mich.

FOR SALE—12 h. p. Callahan gasoline engine. In good condition. Price, \$200. Reed-Bear Grain Co., Hicksville, O.

FOR SALE—2½ h. p. Weber, almost new, \$60. 2½ h. p. Weber, new, \$90. Address H. Pittenger, 22 S. Canal St., Chicago, Ill.

**NO PACKING.**

The Capital Gas & Gasoline engines are made without packing. Mfg. by C. H. A. Dissinger & Bro., Wrightsville, Pa.

FOR SALE—One second hand gas engine in good order, 35 to 40 h. p.; double cylinder, vertical. Made by the Marinet Iron Works. Daly & Anderson, 74 W. Monroe St., Chicago, Ill.

FOR SALE—Slightly used engines of different makes, sizes 2 to 25 h. p. Have all been put in first class shape and will sell cheap. Address Witte Iron Works Company, 526 West 5th St., Kansas City, Missouri.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

**FOR SALE.**

1 6 h. p. Webster in good condition, \$175.

1 10 h. p. Thompson-Lewis, fair condition, \$175.

1 5 h. p. Charter old style, good condition. Will sell very cheap.

Lennox Machine Co.

307 3rd St., South. Minneapolis, Minn.

GASOLINE ENGINES FOR SALE.

1—15 h. p. Lambert gasoline engine \$250.00

1—15 h. p. Foos gasoline engine.. 300.00

1—12 h. p. Foos gasoline engine.. 250.00

1—7½ h. p. Webster gasoline engine used 30 days .....

300.00

1—5 h. p. Webster gasoline engine used 30 days .....

200.00

1—3 h. p. Fairbanks gasoline engine .....

75.00

1—3 h. p. Webster gasoline engine .....

60.00

ALLEN P. ELY & CO.,

1110 DOUGLAS ST., OMAHA, NEB.

**MISCELLANEOUS.**

John A. Rice, GRAIN ELEVATOR BROKER, Frankfort, Ind., with United Grain Co. five years, to whom we refer without permission. IF YOU WANT TO SELL YOUR ELEVATOR I HAVE THE BUYER. IF YOU WANT TO BUY AN ELEVATOR I HAVE THE ONE YOU WANT. AGREED COMMISSIONS ONLY.

**MISCELLANEOUS FOR SALE.**

FOR SALE CHEAP—Sixty foot 10 inch 4 ply new rubber belt. Guaranteed. Never been used. Address Box 1136, Mechanicsburg, Ohio.

CARD INDEX CABINETS at a bargain. 6 dwr. Globe \$5.10; 9 dwr. Library Bureau \$9; 12 dwr. Yawman & Erbe, \$10.80. Good condition. Round rods. Address 504 Traders Bldg., Chicago, Ill.

BARLEY DEGERMINATOR for sale. Made of oak with front and back of glass; dimensions 11 in. high x 7 deep and 15 in. wide, 8 adjustable glass shelves. Price \$5. Address 504 Traders Bldg., Chicago.

FOR SALE—One iron frame carpuller with 9"x20" capstan, 28"x12" driving pulley, 7"x4" pinion, with jaw clutch 28"x4", gear suitable for pulling eight or ten cars in a straight track. One No. 99 Barnard & Leas special elevator separator. Both of these machines for sale cheap for cash. Good as new. C. D. Stephens, Engineer, 960 Monadnock Bldg., Chicago, Ill.

**SPECIAL BARGAINS.**

Brass grain testers, shellers, cleaners, crushers, feed and attrition mills, dust collectors, separators, scourers, oat clipper, steam cornmeal dryers and elevator specialties and machinery of all kinds. If you have not got what you want, know where to get it. Write for circulars, A. S. Garman Sons, Akron, Ohio.

**FOR SALE**

6 Odell roller mills double,  
100 h. p. B. & W. water tube boiler,  
4—½ ft. burr mill,  
4 No. 2 Smith purifiers,  
1 Centrifugal flour dressing machine,  
28 elevator boots and heads with legs,  
belts and buckets complete,

1 pair Howe 60 bushel hopper scales,  
2 flour packers,  
126 iron pulleys, various sizes,  
110 bevel and spear gears, various sizes.  
Lot of shafting, bearings, couplings, etc.  
All of above very cheap.

CHAS. F. SHERRIFF CO.,  
11 Jackson Bldg. Pittsburg, Pa

SECOND HAND machinery and belting f. o. b. cars here.

1—25 h. p. Fire Box boiler, good condition .....

\$100.00

1—15 h. p. old style engine, good running condition .....

50.00

1—No. 4½ Western combined shell-  
er and cleaner combined, good  
as new .....

50.00

1—Daisy car loader 900 bu. capac-  
ity, good as new .....

40.00

120 ft. 12 inch rubber belt used as  
drag, not very good .....

10.00

60 ft. 12 inch rubber belt with 11x5  
ear corn elevator buckets, fair  
condition .....

10.00

A lot of iron pulleys cheap. Price and  
size upon application. T. W. King &  
Son, Wabash, Ind.

**MACHINES WANTED.**

SECOND HAND roller chopper wanted,  
with capacity of 2 to 3 hundred bu.  
per hour. L. Schreiber, Oms, Kans.

**MISCELLANEOUS WANTED.**

WANTED—Good second hand gasoline engine, fifteen to twenty horse power, and second hand feed mill. Must be in good condition. Address Wisconsin, Box 11, Grain Dealers Journal, Chicago, Ill.

**MACHINES FOR SALE.**

MARSEILLES PORTABLE ELEVATOR for sale. Address E. I. King & Co., Logan, Kans.

FOR SALE—1 Western mill sheller, good as new, used only five months. Chas. F. Naber, Fairmount, Ind.

VICTOR CORN SHELLER NO. 0, capacity 200 to 300 bus. per hour; for sale cheap. Address Nat. Box 7, Grain Dealers Journal, Chicago, Ill.

**FOR SALE.**

1 No. 1 Wilford 3 roll feed mill.

1 No. 2 Wilford 3 roll feed mill.

Lennox Machine Co.,

307 3rd St., South. Minneapolis, Minn.

FOR SALE—Two 12 inch double needle screen Invincible grain separators 88 No. 4 and 88 No. 5½. Both in first class condition. Need the room for other machinery. Address Young, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One 7x18 two pair high corn roller, just as good as new; been run about six months. Made by the Great Western Mfg. Co., Leavenworth, Kans. Price \$150.00. Address Andrew O. Crist, Pond Creek, Okla.

FOR SALE—One attrition mill manufactured by The Foos Mfg. Co., Springfield, Ohio, nearly new. Size No. 13½, 24 inch plates, with reversed drive and upright cob crusher. This outfit will be sold cheap. Address Taylor, Box 11, Grain Dealers Journal, Chicago.

**SCALES FOR SALE.**

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

STANDARD SCALES OF RECOGNIZED MERIT.

We meet every requirement of the best of the GRAIN TRADE. We are not controlled by, or in any way connected with, the "MONSTER" SCALE TRUST.

Des Moines Scale & Mfg. Co.,  
Des Moines, Iowa.

**ENGINES AND BOILERS.**

FOR SALE—One 20 h. p. Erie engine and 25 h. p. boiler guaranteed to be in good running condition; will sell cheap if sold at once. The Jacob Myers Elevator Co., Francesville, Ind.

One Houston Stanwood-Gamble engine, 14X20, 60 h. p. One boiler 120 h. p. 74-4" flues. One pump 6X8. One boiler feed heater; one smoke stack; one fire front, grate bars, pipe connections. Carrington, Patten & Co., 403 Board of Trade, Kansas City, Mo.

## MILLS FOR SALE.

GOOD 70 BBL. MILL, steam power, 80 horse engine, plansifter, scalper; all in good repair; working order with 10,000 bu. elevator annexed at St. Lawrence, S. D., Box 13.

A 75 barrel STEAM FLOUR mill, on 2 railroads, for sale or trade for farm. Nordyke & Marmon machinery, all in good order. Good wheat country. Address CHARLES REBER, WEST LIBERTY, ILL.

FOR SALE—50 bbl. full roller mill and warehouse of about 25 cars capacity, also heavy team, 3 wagons and harness; only mill in town of 5,000 and said to be best town of its size on earth. Will sell very reasonable. Address E. Roome, 502 Main St., Sistersville, W. Va.

\$2,500 WILL BUY my feed mill and flour and feed business, located in one of the best towns in North Dakota. Two main lines of railroads. This plant consists of one building 20x30, two stories high, engine house 16x20x10 foot posts, one 20 h. p. gasoline engine, one two-pair high Strong & Northway feed mill 9x18, elevators and cleaner. Everything in good repair and making money every day. No other mill in town. I can give a good clear title. Reason for selling: I have other business. Come and investigate yourself or write me. H. J. Fricke, Milnor, Sargent Co., N. D.

MONTANA MILL AND ELEVATOR for sale. A first class steam mill, 200 Bbls. capacity; full roller and sifter system, with 30,000 bushel elevator in connection; all in good repair and up to date in every way. It is the only mill in the county; is situated in a growing town in the heart of a fine wheat country, with all the very best of hard wheat you can grind within easy reach. Mill runs the entire season; has a good merchant trade and the best of railroad facilities. The owner has other interests that take up all his time and cannot give the milling business proper attention. Address Montana, Box 9, Grain Dealers Journal, Chicago, Ill.

## MISCELLANEOUS.

FOR SALE CHEAP. A good second hand furnace (hard coal burner) with registers and basement piping; sufficiently large to heat a 12 room house. Address Furnace, Box 12, Grain Dealers Journal, Chicago, Ill.

GRAIN AND HAY business of 750 car loads yearly, in Western Ohio. Fine elevator and two dwellings; on East and West Railroad. \$13,500. Good time if necessary. No finer opening in Ohio.

New 75 barrel steam flour mill in town of 1,500, in the Miami Valley in Western Ohio. Doing a yearly business of 50,000. Will exchange for Ohio or Indiana land or income property.

Only hotel and bakery, including fine restaurant, in Western Ohio town of 1,500. Rent for brick hotel building only \$25 per month. Best opening in Ohio to make money; price \$2,200 for the furniture and fixtures. Will exchange for little farm in Ohio.

Fruit farm of 411 acres in Hocking Co., Ohio; 25,000 fruit trees and 3 set of buildings. Coal underlies the entire farm. Price \$40,000. Will exchange for Western Ranch. Address The Graffort Real Estate Co., Lock Box 72, Sidney, O.

## GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

## GRAIN WANTED.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

PURE white corn wanted. Must be dry and free from yellow. Send average sample and get bid. Address Buffalo Cereal Co., Buffalo, N. Y.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

WANTED KAFFIR CORN and buckwheat screenings suitable for poultry, car lots or mixed cars, also Russian spelts wheat. Send samples and prices f. o. b. Chicago. Address S. W. Edwards & Son, Chicago, Ill.

## SEEDS FOR SALE.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

## DWARF ESSEX RAPE.

Let us know how much you want. We will send you sample and make our best price delivered your station; also Pure Seed Flax, Fancy Timothy and Field Seeds of all kinds. Medium, Alsike, Mammoth Clover, etc. Address N. H. Adams & Son, Decorah, Iowa.

## HAY WANTED.

QUOTE PRICE on No. 1 and No. 2 timothy, large bales, New York rate. Will pay top price for good hay. Edward G. Kaufer, Fort Lee, N. J.

WE WANT your shipments. It will pay you to send for our market report if you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

## SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

## CORN COBS WANTED.

WANTED—Ground corn cobs in car load lots. For particulars address Connelly Iron Spong & Gov. Co., 22d & Morgan Sts., Chicago, Ill.

## BRAN WANTED.

WANTED several cars of fancy winter bran and fancy flour middlings delivered at Utica, N. Y. Prices wanted for immediate delivery or future options. Address Justin A. Auert, Deerfield, N. Y.

## MISCELLANEOUS.

WRITE FOR my list of Ohio elevators. Aaron Smick, Decatur, Ill.

IF YOU want to sell your elevators, and they are worth the money asked, list them with James M. Maguire, Campus, Ill.

NAMES WANTED of mills or jobbers who deal in COTTON SEED MEAL. Address Eastern, Box 4, Grain Dealers Journal, Chicago, Ill.

HOME, barn and outbuildings, 3 lots 150x150, south front on thru street in Tipton, the most prosperous and progressive county seat of Eastern Iowa, for sale at a bargain. Address C. S. Clark, 7130 Princeton Ave., Chicago, Ill.

FOR SALE—Flour, feed, grain and coal business consisting of four story frame 200 bbl. mill, brick office building, two large elevators, total capacity 34,000 bu., coal sheds, cooper shops, fire proof warehouse, barn, etc.; on main line Wabash Ry., in central Illinois, city of 2,000; everything complete and in good repair. A genuine bargain for quick sale. Will consider trade. B. B. Watson, Box 50, Barry, Ill.

## ELEVATORS BOUGHT AND SOLD.

Elevators and mills bought, sold and exchanged. If you want to sell your elevator or mill or will exchange for a good improved farm we can dispose of it for you. We have some fine bargains in elevators for sale and exchange. Employers who want help, or elevator men who want positions should write us. Iowa Mill & Elevator Brokers, Independence, Iowa.

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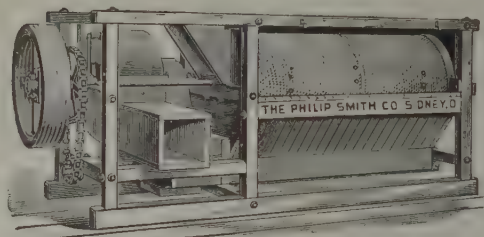
## You Don't know Bags

—that is, the best bags, till you've used ours. None better and none cheaper. Send for our prices.

MILWAUKEE BAG CO., Milwaukee, Wis.



We have been manufacturing this Cleaner for twenty years, and never had a complaint on same.

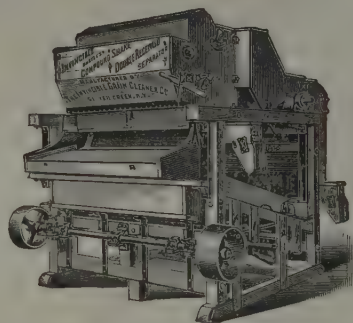


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When you want a separator for your mill or elevator, get an

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STEEL OAT CLIPPERS built in five sizes with capacities from 400 to 1,500 bushels per hour.

STEEL SEPARATORS built in five sizes with capacities, Wheat 600 to 4,000 bushels per hour; Barley 500 to 2,000 bushels per hour; Oats and Corn 1,500 to 3,500 bushels per hour.

### **21 of These Machines Go to the New Fireproof "PV" Elevator at Duluth**

This order for 21 machines was placed entirely on merit. It's the largest single order for fireproof machines ever placed, and is the best endorsement that could be given the Monitor Trade Mark.

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value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

#### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as  
Second-Class Matter.

CHICAGO, ILL., JUNE 25, 1906.

CLEAN your elevator thoroly and cover inside walls with whitewash and concentrated lye. If house is infested with weevils make tight all apertures and fill with bisulfid of carbon fumes.

FREIGHT rates have been ordered reduced by the railroad commissions of Illinois and Kentucky. This may cut down the dividends on watered stock, but will not hurt grain shippers, so we trust that none of our readers will object.

CROP EXPERTS have failed to credit that soaking rain the West received just in time with killing all grain crops beyond recovery. In fact the experts have been very quiet this season. Can it be they expect to win the game with one shot later?

BUCKET SHOPS continue to fail and to lose their quotations, but this does not deter their promoters going around the corner to open another under a different name nor does it deter the suckers going against the brace game at the new place. They seem to enjoy being robbed.

REBATING will soon become very unpopular if other judges follow U. S. Judge McPherson, who sentenced two offenders to the penitentiary and fined them \$6,000 and \$4,000 each. Other offenders were fined \$15,000 each. With all shippers on the same footing the little man who has always paid the full rate will have a chance to live.

THE DELAY in the passage of the railroad rate regulation bill seems to be long drawn out, but its friends seem confident the interests of the people will not suffer thereby. Their last gain was to have the sleeping cars placed under the control of the Interstate Commerce Commission.

HEAVY discounts on wheat containing rye or refusal to accept the mixture at any price wud soon stop the sowing of rye with wheat by farmers and stop the mixers. Do not kick, simply refuse to pay wheat prices for rye, unless you enjoy being separated from your money on such a transparent ruse.

MANAGERS for country elevators who can judge the quality of barley seem to be very scarce, or those who have this ability are blind to the opportunities offered in our "Help Wanted" columns. In either case it behooves the many buyers looking for situations in the northwest to get posted on barley.

IT NOW seems very probable that the poor old Standard Oil Co. will be under the painful necessity of competing with other oil companies on equal terms and without the helpful advantage of rebates and favorable rates and privileges from all the railroads. The change should soon show in your bills for gasoline.

IS THERE any profit to be derived from admitting your market has a bad reputation? No. Well, then do not publish its reputation by referring to it directly or inferentially. Save your wind. Use it to clean up and improve the market. Then will it give you pleasure and more business to tell of its advantages.

ACCORDING to the evidence presented at the Kansas City hearing published in our Kansas news column this number, rye, barley and oathulls taken into terminal elevators are never shipped out. Horrible discovery! Can it be that the superintendents burn the poor grain, or bury it without even notifying the stupid weighmen of the time and place of burial? Terrible! Terrible!

THE whilom friends of civil service for state grain inspection departments turned their back on this meritorious reform at the recent meeting of the Illinois Ass'n and tabled a resolution favoring explicit civil service rules. When civil service rules are rigidly enforced in a department of state government the politicians lose all interest in it, and the selection of its head. They have nothing to gain from it and its employes have nothing to gain from the politicians. Their continuance in office depends solely on their competency and behavior. Civil service has been a shameful farce in some places, but by degrees it is fulfilling the hopes of its most enthusiastic champions and even more must be expected of it, as we are improving in all lines of government.

BUFFALO'S elevator pool seems to be able to exist in spite of adverse decisions and anti-trust laws, so that much of the export grain passing thru that market is taxed by the trust. The Kellogg elevator, however, refuses to join the band and consequently is kept busy night and day.

THE ELEVATOR cup belt, which is run with one-half the number of cups needed, greatly increases the expenditure for power to elevate a given quantity of grain. It always costs more to operate the poorly equipped elevator—more money, time and patience. Provide good equipment; save your time and energy for getting more business or for marketing grain you have to advantage.

EVEN tho alcohol will be free after Jan. 1 and the distillers will pay a good price for off grade grain, country buyers will not be justified in taking the chances on immature corn they did last fall. Many who took the chance lost out and are now working on a salary, others were badly crippled by their eagerness to handle mahogany corn. Few crops have brot so much real grief to country shippers of Iowa, Illinois, Indiana and Ohio as last year's corn crop.

FEW MEN or women either, who know exactly what is going to happen in the grain or stock markets are ever so foolish as to part with their knowledge for a pittance. If they had any confidence in their ability to forecast the future trend of the markets they wud act in their own behalf and thus secure more quickly a larger measure of SUCCESS than they can ever hope to gain by doling out pointers for a monthly stipend. Success must be over eager for a chance when this thin bait tempts them.

LOCOMOTIVE sparks are credited in the Illinois column this number with having caused the destruction of another elevator. If the elevator men would build on their own ground, railroads wud not have a written lease releasing them from liability for damages caused by their own carelessness, and what is more their locomotives would be equipped with spark arresters and kept in working order. Shingle roofs and open windows or broken window panes also contribute to the sparks' destructiveness.

LOADING 127,640 lbs. of corn into an 80,000 lb. car as was done in A. T. & S. Fe car 7799 recently is inexcusable and fraught with too many dangers to be repeated. This was the largest carload ever received on the Chicago market and the wonder is, the car reached the city. Had it broken down and wrecked a train or two, the shipper who overloaded it wud have been out at least 127,640 lbs. of corn. It is rank folly to take such chances. Nothing can justify a shipper's placing the lives of trainmen, and the property of carriers as well as their own, in jeopardy.



TRAMPS are migrating and deserted country elevators, closed for the season, are burning. Elevators which are kept open the year around are much safer fire hazards.

ST. LOUIS proposes to build a free bridge across the Mississippi which will give it relief from many of the unreasonable taxes now levied upon freight and passengers passing over the property of the bridge trust.

THE Kansas City Board of Trade has established a grain sampling department, in hope of facilitating trades and insuring more uniformity of grading. The political inspectors shud be required to improve their work or get out.

SHIPPERS who delay in forwarding Bs/L to the consignee place their own interests in jeopardy and greatly increase the chances of having demurrage bills to pay. Some eastern lines, notably the Pennsylvania, will not deliver cars except that the original Bs/L be presented. Forward your Bs/L promptly.

TWO Minnesota elevators have recently been saved from destruction by incendiary fires. It is very evident that the punishment provided for incendiarism is not severe enuf to discourage this crime. It would seem to behoove property owners to secure the enactment of a law providing sufficient punishment to cause even the most hot-headed incendiary to hesitate. The man who burns to satisfy his spite cannot be punished too severely.

DRAINS from scale pits have frequently been put in by readers of the Journal and now, according to a Nebraska correspondent, drains are being installed for draining water from wagon dump. With such a drain an elevator man can depend upon being in a position to do business every day of the year, and not be tied up with boots and dumps full of water, as was the case during the spring of 1905. Dry scale, boot and dump pits will always prove a profitable investment.

INSURANCE rates on grain elevators and contents are being advanced by stock companies in all parts of the country as the direct result of the San Francisco conflagration. This shud bring home to every elevator owner the necessity of his supporting the elevator mutuals, in order to protect his busines from the unreasonable charges of the stock companies. Had it not been for the mutual companies making a specialty of writing policies on grain elevators and contents the stock companies would have advanced their rates long ago. No doubt many will experience difficulty in inducing any of the mutuals to accept their risks until they have made important changes in construction and arrangement, all of which will be for their own advantage and profit, as any reduction in the fire hazard of the

elevator will be of advantage and profit to the owner of the property as well as to all fellow policy holders insured in the same mutuals.

#### FREE ALCOHOL.

On the first of next January the internal revenue tax of \$1.10 on alcohol will be remitted and the price for that used in the arts and mechanics will immediately drop to a nominal figure, with the result that much of it will be used for light, fuel and power.

This will benefit the grain dealer by giving him cheaper alcohol for lighting his home and office, less expensive fuel for his vapor engines in his elevator and in his motor car and insure him an active demand and better prices for off grade and spoiled grain at all times.

This will prove a hard blow to the avaricious oil trust, but very, very few will regret the change on that account. The Standard has long ignored the rights of the people and its competitors, hence any change which will bring relief from its exactions will be doubly welcome.

#### ELEVATOR ALLOWANCES TO BE DISCONTINUED.

Recently a number of the western roads decided to discontinue all allowances for the elevation of grain at terminals. No date was fixed for this change in policy, but following quickly upon the heels of the meeting the Chicago & Great Western announced that it would reduce its freight rate from Missouri River points to Chicago  $1\frac{1}{4}$  cts. per hundred pounds and at the same time grant free elevation for all shippers of grain.

Carriers are duty bound to furnish depots for freight in the form it is transported, hence should provide elevators for bulk grain wherever it receives or delivers freight of this character. This is according to their charters and the intention of the laws. If the railroad companies can thru contract induce others to provide facilities and labor to perform this service then they shud be free to make this kind of an agreement, but in every case the agreement has been made with grain dealers and has worked as a discrimination in favor of the other contracting party against other shippers.

All of the western roads, with the single exception of the Union Pacific, have decided to stop granting elevation allowances and it is well that they have because sentiment is against the elevation allowance as it has been dispensed. If the railroad companies desire to grant elevation allowances to owners and operators of grain elevators, who have no interest whatever in the grain, then there will be no objection raised from any source and the allowance will not work a discrimination against unfavored shippers not having an elevator.

Every carrier provides terminal freight warehouses for all kinds of package freight. There seems no good reason why they should not provide proper facilities for handling bulk grain for the use of the general public, and not as a private snap for any favored shipper. The general impression is that the allowance must be discontinued. The agitation against discrimination of every kind has caused traffic officials to fear to continue the practice. The Great Western has taken the lead, but others will no doubt follow quickly.

#### THE NATIONAL ASS'N.

During the last month the Grain Dealers Nat'l Ass'n has added many new regular members to its list and secured the affiliation of the Oklahoma and Indian Territories and the Illinois Ass'ns, so that its membership has been about doubled and its revenue increased sufficiently to permit its officials to give less worry to the obtaining of funds and more thot to the promotion of the common interests of the trade.

It is not possible to confine its benefits to members alone, for, like the raindrops, they fall on the just and the unjust. No member of the trade will deny that all are benefited to some extent by the National and all will admit that the benefits wud be much greater if every dealer willingly contributed his share to its support. How or where it obtains its expense money is of little importance to the trade as compared with what it is to do for the trade. Without funds it can do little but work for funds.

If the other state ass'ns will but follow the good lead of Oklahoma and Illinois the trade will have a National Ass'n strong in funds and influential in membership. Which shall be next to return to the fold?

THE agitation against track buying and selling is so persistent that some members of the trade are convinced that it will soon be a thing of the past. The change however is far from culmination.

THE EASY in-inspections of the Chicago Inspection Dept. last winter have so far resulted in only one lot of corn being posted for getting out of condition. Now who is to blame? Must the buyer of the certificates suffer because the inspectors accepted No. 3 or 4 as No. 2?

IOWA shippers have again fallen into a trap by favoring an unknown concern styling itself the Adams Grain & Commission Co. of Davenport, with their business. At last reports, however, Mr. Adams was in jail, charged with having perjured himself while on the witness stand. It seems very likely that he will be unable to solicit any more shipments.

## ACCIDENTS IN GRAIN ELEVATORS.

The ever increasing number of machines being placed in grain elevators seems greatly to multiply the dangers to life and limbs, principally because elevator builders and owners perversely ignore the experience of the mechanical world and neglect to guard dangerous machinery as all experience dictates that it should be protected. Shafting with set screws, pulleys and flywheels should be well guarded at all times so as to prevent reckless or sleepy workmen or careless visitors from being caught in the mantrap.

So many disastrous accidents have occurred in grain elevators during recent years that every reading owner is more thoughtful of the safety of his employees, but naturally many dangerous traps are overlooked because of unwillingness to profit from the experience of others. This applies to employees as well as employers. Both are deeply impressed by their own experiences, but they have little time to read of the expensive lessons learned by others. If they do read of them they do it heedlessly.

In the Indiana column, this number, is told the blood curdling story of how an elevator employe was wound so tightly about an unguarded counter shaft that it became necessary to take the machinery apart to remove his mangled body. How often he has had time and material at hand since the elevator was completed to guard this shaft, yet neither he or his employer thought it absolutely necessary, notwithstanding we have frequently called attention to the dangers lurking in unguarded shafting and pulleys and cited accidents of similar character. However, a life has been sacrificed and the employer is threatened with a suit for damages.

An hour spent in guarding a dangerous piece of machinery will often avoid a lifetime of litigation over damages. If you would escape the worry of your conscience and the nagging of shyster lawyers who expect the lion's share of the damages, protect your dangerous machinery NOW.

## MUST FURNISH CARS AS NEEDED.

At last a railroad commission has been found with backbone enough to crush the unfair rule of carriers that shippers must accept cars offered and load them to their full capacity. This often works a great hardship upon shippers, who, desiring to ship out the balance of rye on hand, or to clean a bin of barley, have not enough grain of that kind or grade to load a large car to the carrier's requirements. Interior buyers have also suffered, because, as they put it, they have not room in their small warehouses to accept one of these traveling elevators full of grain. Frequently they have offered a cent premium for small carloads.

In our Wisconsin news column, this number, is told of a decision recently rendered by the railroad commission of that state, in which it holds that "when a shipper orders a car for a certain purpose and definitely indicates this purpose to the railroad company, the company should be compelled to furnish a car which will serve the purpose fully and completely, and not partially, or not at all, or only at an additional expense."

Railroad companies, in their eagerness to build larger and larger cars, have ignored absolutely the rights of the shipper and the interior buyer, whom they are

supposed to serve and for which they are paid to serve. There is no objection whatever to the railroad companies providing large cars, but the shipper should not be charged for the carrier's inability to supply cars of the capacity needed by his business.

Shippers also suffer from having small cars offered, and occasionally, as in the Wisconsin case cited, are unable to load a minimum carload in the car delivered. Regardless of this fact the carriers insist on collecting for the minimum weight. Shippers have tolerated these rank abuses so long that it is really encouraging to find some one who is not afraid to stand up for what is right and reasonable.

## CHANGES.

The numerous changes in firms and locations of grain firms recorded in each number of this Journal, and the frequency with which some dealers move would seem to indicate that the majority are of a restless, nomadic temperament, else they would not be ever on the lookout for "greater opportunities" elsewhere.

Many dealers have chased a will-o'-the-wisp to their own destruction because they never thought of or looked for opportunities for expanding and increasing their own business. Every one of our readers knows of one or more men who attained what should be considered a very satisfactory success in the grain business, yet were attracted to new and unknown lines by promises of greater reward, with the natural result that they lost all they had accumulated in the grain business.

It seems easy for the average dealer to enthuse over a new business and still far easier for the same individual to lose all interest in the grain business, because, being convinced that he knows all there is to know about the grain business, he does not look for new opportunities to enlarge it. It is but natural such a man should lose interest in the grain business and become dissatisfied. This no doubt causes more good properties to be offered for sale, more changes to be made than all others combined.

How different is it with the progressive wide-awake dealer who is ever alert to profit by the experience of his fellows. By reading and associating with others he gets new ideas and has enough experience in the business to use them to his own advantage. A dealer who tells in the Indiana news column, this number, of having been in the grain business at one place for thirty-seven years admits to having learned many new things each month from the experience of his brother dealers. Such a man will never become dissatisfied with his grain business nor lose interest. He may sell to take advantage of a greater opportunity, but he will consider well and long before making the change.

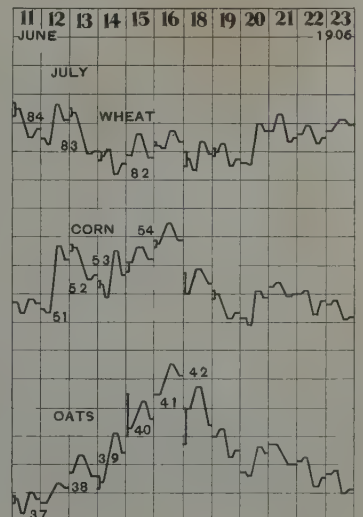
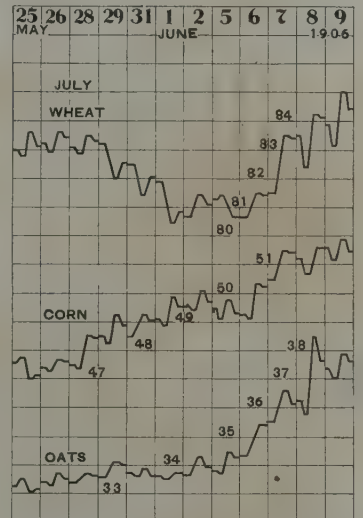
Several years ago a Kansas elevator man became so dissatisfied he offered to sell his property for \$6,000, but he received so many letters he changed his mind about selling. Many others have changed their minds, but too late to back out, and they spent several times the small premium received for their property in a vain effort to find as good a one.

No doubt many changes are justified and result in benefit to the seller, but we feel certain if every dealer would consider thoroughly his opportunities and the capital in good will which he must sacrifice, fewer changes would be made.

THE Middle West seems to have gone wild on the subject of water navigation, and altho many millions have been spent on the Missouri, the Mississippi and every shallow creek of the Mississippi Valley, none of these streams is navigable very far above the conjunction of the Mississippi and the Missouri. Many millions have been spent, but in vain. The spring freshets quickly fill up the channels made and the following summer finds the boats unable to navigate the streams on account of the many shoals. A four-track railway could be built along every one of the streams of the Mississippi Valley and kept open the year around for one-half the sum expended in the vain attempt to make these streams navigable. The shipping public will profit more by the regulation of rail carriers.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for 4 weeks prior to June 25 are given on the chart herewith.





## Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

### ROPE DRIVE UNDER CUP BELTS OF LONG LEGS NOT PRACTICAL.

*Grain Dealers Journal:* In reference to the rope drive for elevator head which you illustrated in your Journal for May 10, page 546, I may say that in all the cribbed beds, wooden elevators, which I have built during the past twelve years, I have located my main shaft in the basement below the working floor, and transmitted the power by separate rope drives from this shaft to each elevator head, thus avoiding any long shafts above the bins, which are impossible to keep in alignment, due to settlement compression or recovery, as the bins are loaded or emptied.

I must, however, plead *not guilty*, even to having seriously considered running my ropes directly on to the head pulley for the following reasons: in a terminal elevator the leg usually has a lift of 150 to 175 feet and to prevent the bucket belt slipping, it is necessary to have the greatest possible area between the belt and the pulley face, and in addition to have the face of the pulley lagged with rubber. To drive a leg having the above lift, the width required for the rope drive would be at least one-half the width of the face of the head pulley. It would be very hard on the belt to run it on top of the ropes, and to get an even distribution of the traction between the rope and the balance of the pulley face would be more than difficult. This means of driving would be limited to very short lifts, such as small country elevators.

In the elevator which we are now building of fireproof material, there being no settlement of bins to provide for, and the elasticity on movement under loads practically nil, the best practice is to locate the lineshaft in the cupola. Yours very truly, J. A. Jamieson, Montreal, Que.

### SUIT FOR THREE TIMES FREIGHT DIFFERENCE.

*Grain Dealers Journal:* In further pursuance of my C., R. I. & P. Railroad claim prosecutions, I herewith give my brother grain dealers briefs of my procedure.

Since my letter in May 25 Journal I have recovered 6 or 7 judgments with costs. Most of these claims are for overcharges on account of "freight charged in excess of actual weight."

I am becoming encouraged with the promptness with which the railroad company is offering to pay these claims. Since they have come to the conclusion that I mean business, they have found a way in which to tender me the full amount of my claims within five days from the date of suit, this being the limited time we give them.

So far we have not accepted their tenders, as by that time there have been costs contracted which they seek to evade. In some cases they have tendered the costs as appear on docket, which we refused un-

less they would wire our witnesses at their own expense not to come. This they refused to do, with the results that one witness came ahead, which cost them \$19.70 per day, and appeared on three separate cases. One of these suits involved \$1.33, another \$5.30 and the other \$15.84.

The most interesting case we now have up is a wholly Iowa shipment wherein they have charged us a higher rate than the state law allows. We gave them 15 days' notice, which gives us the right then to sue for THREE TIMES THE DIFFERENCE AND ATTORNEY FEES. After the suit began they promptly tendered us the first amount of claim with costs, which of course we refused on our statutory rights to recover attorney fees. Hope to be able to report a successful outcome of this case in next issue.

The company has been very dilatory about paying off their judgments recently, so we have been compelled to run executions on their money safe and passenger depot seats, all of which are now advertised for sale.—Geo. D. Henry, Fairfield, Ia.

### COST OF REPAIRING AND REBUILDING; BARNBUILDERS.

*Grain Dealers Journal:*—As lumber has reached such a high price and elevator building is so expensive, it is absolutely necessary on some occasions to repair instead of rebuilding. We, however, have never encouraged the idea of repair work, as generally it will not warrant the expense that will be incurred. If it does not reach the high mark of expensive new construction we are more favorably inclined to repairing. In fact, we are doing quite a lot of this work at the present time.

Heretofore in making repairs in old buildings the aim has been to do it as cheaply as possible; this is a great mistake. The work should be done thoroughly and the best materials furnished. The owner must bear in mind that when the work is finished he still has an old building, unless he improves it by repairing, and the expense is thrown away. Therefore, I should advise employing a man who thoroughly understands this, and if his price seems a little high, you will find his goods and work right and not guess work, as a great deal of this has been.

Certainly if the work is not an improvement, you do not want to put the money into it. We acknowledge it is work that a good millwright and machinist will refuse to handle if he can get clean, entirely new work, so that it places us in rather a hard position sometimes to get competent men for this class of work.

An experienced man in this line of work will start from the foundation, and not take any chance of putting additional strain on old and infirm foundations, and run the great risk of the building collapsing after the work is finished. The owner must bear in mind it is not only placing new machines, new power, elevating capacity, etc., but it very likely means the rebuilding a part, if not all of the foundation under the elevator. In fact it requires a better engineer to repair successfully and place in satisfactory order an old elevator than a new one.

There seems to be an abundance of elevator builders. I encounter new builders that I never heard of every little while. It is a pity you cannot reach all the trade, or a certain class of the trade, thru your publication and warn them against these so-called elevator builders. For instance, last Thursday I made a trip to figure on

an elevator and found plans adopted that were simply outlines on a piece of paper and filled in with colored chalk. One sectional drawing showed the foundation, bin joists, timbers. The spot was marked, but no sizes of timbers given, and where the hopper bin showed two joists, there should have been six of the same size. The foundation was less than one-half the strength it should be to carry the weight when the building was full of grain. It was planned to start in the ground; the dump floor was elevated something less than 3'. The location, of course, being in Iowa, prohibited going into the ground over 6'. You can imagine the capacity of the cement dump pit. Its pitch was no greater than 30 degrees. If a bushel of shot was dumped into the pit, not more than one-half of it would have reached the elevator cups.

It galls a reputable elevator builder to be asked to figure on such botches. Farmers companies do not know the difference and can make no distinction or comparison between plans. Such plans are a blind made to favor the particular barn builder who drew them. Specifications not nearly covering all of the work and some things entirely foreign to the work. An elevator builder could figure up such a building, but the trouble begins when the building is being erected, as any changes advised to make it a common sense grain handling building will be looked upon with suspicion by the owners.

On this particular plan we are referring to, the only way to get grain to the boot in emptying it was to put in a drag chain, which was planned.

Is there not some way a responsible elevator builder who is to the expense of maintaining an office and hiring experienced assistants and advertising for business can be protected? We think a good plan would be for the owners to call for a certified check to accompany bids. If a check for \$500 or \$1,000 were requested, this would give the reliable builders an even chance, as barn builders would undoubtedly be unable to furnish such a check. If there is any way possible that this matter could be arranged, we would be willing to go to most any expense or trouble. If these barn builders could be bunched and labeled, it might facilitate matters in adjusting this difficulty.

The writer bumped up against the same thing in Spokane. A company intended or wanted to build a modern, up-to-date elevator or about 30,000 bus. capacity. It employed a carpenter to make the plans, which consisted of a few straight marks on a piece of paper, and in fact a good many that should have been straight were crooked. The writer on asking for information from the manager of the company in regard to some things, discovered that he knew nothing about it. The only thing we could do under the circumstances was to furnish a plan of our own for the capacity required, and you can perhaps imagine what our position would be in submitting estimates, as it would cost at least 30 per cent more to build a house that would stand up and meet the strain and pressure than it would to build one to the plan they had furnished.—Yours very truly, J. F. Younglove, Mason City, Ia.

First Shipper—"I hear that J. has been indicted for accepting rebates."

Second Shipper—"I really am surprised to hear that. I always thought him beyond suspicion."

First Shipper—"So he is. He got ten years."—Northwestern Miller.

## Program National Hay Meeting.

The Thirteenth annual meeting of the Nat'l Hay Ass'n will be held at Put-in-Bay, O., Hotel Victory, July 3, 4 and 5 and every one is expected to be on hand early and stay until Saturday, July 7, so as to attend the annual meeting of the Ohio Grain Dealers Ass'n at the same place July 5 and 6. The Hay Ass'n program follows:

### TUESDAY, JULY 3.

10 a. m.—Convention called to order by the President, F. D. Voris, Neoga, Ill. Invocation, Dr. C. J. Miller, Fremont, O.

Address of welcome on behalf of Ohio shippers, A. E. Clutter, Lima.

Response on behalf of the National Hay Ass'n, E. A. Dillenbeck, New York.

Reading of minutes of convention of 1905 by the Secretary, P. E. Goodrich, Winchester, Ind.

Report of Board of Directors.

Appointment of committees.

### AFTERNOON SESSION.

2:30 p. m.—Report of Committee on Legislation, W. L. Fain, Atlanta, Ga. Discussion led by Byrd Douglas, Nashville, Tenn.

Report of Committee on Standard Bales, G. S. Bridge, Chicago. Discussion led by P. M. Gales, Cincinnati, O.

Report of Committee on Cipher Code, John L. Johnston, Pittsburgh.

Report of General Counsel, John B. Daish, Washington, D. C.

Report of Committee on Quotations, C. J. Austin, New York. Discussion led by H. S. Grimes, Portsmouth, O.

New business.

Adjournment.

### EVENING SESSION.

8 p. m.—Address—"The Future Prospect of Growing and Handling Hay for a Profit," C. H. Springer, Moravia, N. Y.

Report of Committee on Interstate Commerce, Chas. England, Baltimore Md.

Report of Committee on Reciprocal Demurrage, C. S. Bash, Ft. Wayne, Ind. Discussion, led by G. W. Hill, Nashville, Tenn.

Report of Committee on Statistics, S. T. Beveridge, Richmond, Va.

Report of State Vice-Presidents.

"The National Hay Ass'n, Socially,"

Daniel P. Byrne, St. Louis, Mo.

Adjournment.

### WEDNESDAY, JULY 4.

9:30 a. m.—Report of Committee on Transportation, Geo. S. Loftus, St. Paul, Minn.

Report of Sec.-Treas. P. E. Goodrich, Winchester, Ind.

Report of Special Committee on Grades, Chairman J. A. Heath, Lenox, Mich.

"How to Make More Good and Less Poor Hay," C. T. Wade, Farina, Ill. Discussion led by John Fangboner, Fremont, O.

Report of Committee on Terminal Facilities, J. W. Dusenbery, New York.

"Harmony Between Shipper and Commission Man," Jas G. Guild, Medaryville, Ind.

Report of Committee on Trade Rules, F. F. Collins, Cincinnati.

Report of Committee on Mutual Hay and Warehouse Insurance, W. L. Mitchell, Union City, Pa.

Completion of Reports of State Vice Presidents.

Unfinished business.

1:30 P. M.—Boat ride on Lake Erie.

8:00 P. M.—Fireworks on the Island. Nothing at the Casino.

## THURSDAY, JULY 5.

9:00 a. m.—Report of Committee on Board of Directors' Report.

Report of Committee on Grades, C. W. Tingley, Columbus, O.

Report of Committee on Arbitration and Investigation, E. M. Wasmuth, Roanoke, Ind.

Report of Committee on Sec.-Treas. Report.

Report of Special Committees.

Report of Nominating Committee and Election of Officers.

Unfinished Business.

Installation of Officers.

Good of the Order.

Adjournment, sine die.

The Railroads have granted a 1-3 fare for the round trip on the certificate plan, tickets good going June 30th, returning up to midnight July 9th, giving ample time to remain a full week on the Island or visiting the nearby pleasure resorts.

## The Antwerp Bourse.

The Bourse in which the grain traders of Antwerp, Belgium, meet is owned by the city and is open to anyone on the payment of a small sum yearly, which entitles him to an annual membership ticket. Others than ticket holders are admitted free of charge, except between the hours of 2 and 3 o'clock.

The Antwerp Bourse is not an official market in the sense that the grain exchanges of America are official. The Bourse has no rules, no officers, no quotations committee, the only semblance of organization being an arbitration committee.

Representatives of the grain firms and millers meet at 2 o'clock to close contracts, many of which may have been talked over earlier in the day. Out of town dealers also appear at this hour. Trading is in the actual grain and not in futures; and all business is private.

Antwerp is the leading grain market of continental Europe, receiving importations from all quarters of the globe, to be again distributed to the interior, much of the grain being loaded on Rhine River barges holding 55,000 bus., for canal transportation.

The interior of the Bourse building is noted for its architectural beauty. The handsome columns and finely wrought

arches forming the gallery on four sides of the spacious trading hall blend harmoniously with the artistic decorations. The exchange room, which occupies practically the entire building, is shown in the engraving herewith, for which we are indebted to the *Modern Miller*.

## Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

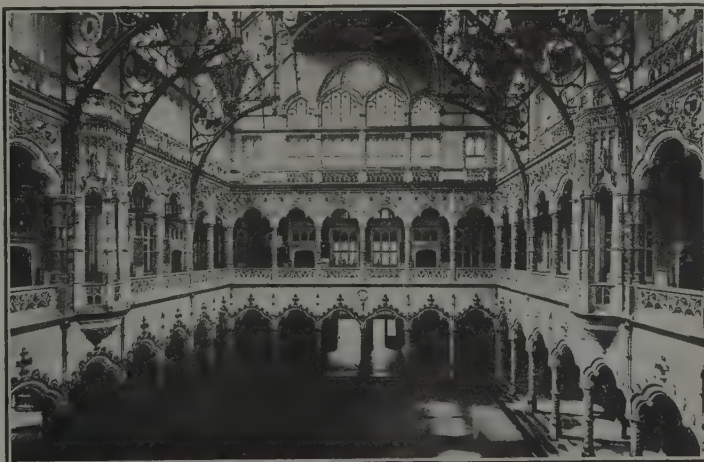
### WHAT IS GAINED?

*Grain Dealers Journal:* I wud appreciate it very much if some wise grain dealer wud tell me what the trade gains by having two grain inspection depts. at Kansas City and St. Louis. It looks to me as tho we shippers were doubly taxed simply to keep another gang of loafers from starvation. Let the existence of these barnacles be justified or else scrape them off the trade's hulk.—Nebraska Shipper.

### TO KILL WEEVIL?

*Grain Dealers Journal:* Will the Journal please tell me what it is the elevator and mill men use to kill or drive away the weevil and other insects out of the wheat and building?—C. H. A.

Ans.: Bisulfid of carbon is generally used to kill weevil in grain bins. This is a heavy liquid which when thrown upon the grain evaporates a heavy gas that sinks down thru the spaces between the kernels, penetrating to all corners and killing the insects. The vapor is nearly as explosive as gasoline, and no light shud be brought near until the building has been aired out. For each ton of grain a pound to a pound and a half of the bisulfid is used. The chemical is obtained from druggists, and for exterminating insects the cheaper grade at about 15 cents per pound is suitable, as it does not in any way injure the grain.



Interior of the Bourse, Antwerp, Belgium.



# Crop Reports

## Arkansas.

Paragould, Ark.—The farmers are about done cutting wheat and are well pleased; grade and quality fine. We need rain for the corn; if we get a good rain in next few days will have a fine crop of corn and cotton.—Geo. S. Tiller, of the Paragould Roller Mills.

## Canada.

Emerson, Man.—Crops in this locality never looked better at this time of the year. Just enough rain to keep them growing nicely.—J. W. Irwin, agt. Northern Eltr. Co.

Winnipeg, Man.—The estimated acreage under crop in Manitoba, Saskatchewan and Alberta on June 1 was: Wheat, 4,495,000 acres, an increase of 11.8% over last year; oats, 1,835,000 acres, an increase of 6.8%; barley, 546,000 acres, an increase of 3.2%; flax, 55,660 acres, an increase of 10%. In addition, 50,000 acres of fall wheat was seeded in Alberta. The condition of the spring crop is reported as first-class. Seeding was early and warm weather and moisture sufficient to germinate the seed. While it was cold and wet during May reports indicate that the wheat plant is strong, healthy and is further advanced than it has been for the last 5 years at this time of the year.—Frank O. Fowler, secy. Northwest Grain Dealers Ass'n.

Winnipeg, Man.—Crop prospects June 16 are still good to extra good. In 25 years' experience in handling grain and studying crop conditions in this country we never saw a crop promise better than at present. The grubs, as previously reported, did some damage to the grain in some districts, principally on summer fall land. The late heavy rains prevent them from doing very much, if any more, damage. The crop at present is equally good in all parts of Manitoba, Saskatchewan and Alberta. We expect an early harvest, and that some grain will be harvested in 45 days, or about Aug. 1. The increase in the wheat acreage is: Manitoba, 5%; Saskatchewan, 27%; and Alberta, 21% over last year. In the older parts of Manitoba there has been a greater increase in the coarser grains, principally barley, than in wheat. The total acreage of wheat this year is 4,810,000 acres, compared with 4,150,000 acres last season.—Campbell, McLean & Co.

## Illinois.

Odell, Ill.—Finest crop of corn for years Oats look short.—B. Gulshen.

Seymour, Ill.—Corn is looking well and clean; will have a good stand.—C. M. Mullin.

Lafayette, Ill.—Oats are very poor, but we have an excellent stand of corn.—Galvin & Colwell.

Harvel, Ill.—Very good prospects for corn and wheat, but oat crop will be light.—E. W. Bockewitz.

Hudson, Ill.—Crops are slow. Oats will be short, but will have a good crop of corn.—G. W. Skinner.

Bement, Ill.—Wheat looks good. Corn is now knee high. Color of oats and corn is fine. All in all, prospects are very good.—M. C. Camp.

La Crosse, Ill.—Oats very light here this year. Wheat and rye are very light in places. Will probably average 10 to 12 bu. per acre. Hay and corn are coming along fine now after the rains.—J. F. Lionberger.

Jamaica, Ill.—Corn crop coming along nicely; dry weather too early to injure corn, and recent rains have been beneficial. Oats were injured some by the dry weather, but believe we will yet have a good crop. Weather lately ideal for oats.—R. T. Barton.

Delavan, Ill.—Since the meeting of the Illinois dealers at Peoria I have been over the eastern part of the state and find the oat crop short in straw, but very good color, and with good weather from now on will have from 2/3 to 3/4 of last year's crop.—E. M. Wayne, of Wayne Bros.

Oakwood, Ill.—Crops of all kinds are growing nicely June 20. Oat crop will be 1/3 short of average. Corn in fine condition, but about 2 weeks late; clean and of good color. Meadows short; pastures

good. With favorable weather will have a good crop of corn yet.—C. S. Trimble agt. B. B. Minor, Indianapolis.

## Indiana.

Crawfordsville, Ind.—Oats look bad; too dry. Corn is fine.—E. B. Jamison.

Wabash, Ind.—Wheat prospects here are fair. The oats crop is poor, not over 1/4 crop. Hay will be 1/2 crop. Corn is only in fair condition owing to drought and too much cold weather.—T. W. King & Son.

Kendallville, Ind.—The wheat crop in this section will not be over 50% of a crop and the oats crop will be fully that much short. Corn is small and not doing much on account of the cold weather.—Campbell & Co.

Macy, Ind.—Will be harvesting wheat here the week of June 25. Good crop and indicates good quality now. Oats very short; will make good half crop. Half crop of hay, and corn will do well to make half of last year's crop.—Jas. W. Hurst.

Huntingburg, Ind.—Wheat is nearly ripe; will have about half a crop. The weather has been too dry, but I think that the grain will be good and well filled. Oats are very short and will not bring much; suffered more than wheat.—Louis Katterhenry.

Leesburg, Ind.—Average acreage of all grain. Wheat is short in straw, but reasonably thick and well headed, and we think filling perfectly. Oats poor; not over half a yield, if that; damaged by drought. Corn small but good stand and clean. All hay very short; especially clover, which is not half a crop.—F. M. Thompson.

Logansport, Ind.—We are looking to have a very large crop of wheat in Cass county. It is heading out well and we will have an early harvest. Corn, altho a little small, is doing nicely; has a good stand and color and plenty of moisture. Oats are fair, but are improving. Think we will have 60% of a crop. Hay will be short; about half crop.—Dennis Uhl & Co.

## Iowa.

Thornton, Ia.—Prospects are good for all kinds of crops.—F. R. Hoply, mgr. Farmers Incorporated Co-operative Society.

Readlyn, Ia.—Corn looking fine and fields unusually clean. Oats will be short, unless we have rain soon.—V. B. Auspach, agt. J. F. Twamley, Son & Co.

Thompson, Ia.—Crops in excellent condition June 20. Corn somewhat backward but doing well. Grass and small grain promise a good crop.—G. J. Brenner, agt. Chas. Rippe.

Pocahontas, Ia.—Acreage of oats some smaller than last year. Larger acreage of corn; prospects for corn and oats never better. Lighter crop of timothy hay than usual.—P. L. Rivard, agt. Wheeler Grain & Coal Co.

Walcott, Ia.—Had a good rain to-day. June 19, which was very much needed. Corn has a good stand and is looking well. Barley is very short in straw; has a thin stand and does not look good. Oats and hay crops will be short.—Farmers Mutual Eltr. Co.

Ute, Ia.—Wheat and oats short and thin. Corn in splendid condition; good stand, well cleaned and growing finely. Weather has been very dry for past 2 weeks, but drought was broken June 13 by a very nice shower, and it still looks like more rain.—E. D. Barnes, agt. Neola Eltr. Co.

Westfield, Ia.—The spring wheat crop will be short, about 30% less than last year. Winter wheat 20% more than last year, quality extra fine. Oats and barley crop will be short, about the same as last year. A good stand of corn, though it is somewhat late. The rains are bringing it out in fine shape and the prospects are for 20% increase over last year.—E. H. Spaulding & Sons.

Waterloo, Ia.—The acreage of both corn and oats is up to the average and the prospect for a large crop is perfect to date. June 20 from all reports we receive from the farmers. Oat straw will be short on account of dry weather, but as the drought is broken with plenty of rain, the oat crop will be greatly benefited and looks well for a large crop. Corn is progressing finely and prospects were never better. The hay crop will be short of the average.—W. J. Peddicord, secy. Waterloo & Cedar Falls Union Mill Co.

## Kansas.

Leoti, Kan.—Our crops are in fine shape; fall wheat, 80%; spring wheat, 95%; barley, 95%; and corn 75%.—R. M. Tribble.

Lyons, Kan.—Have about average acreage of wheat and corn. Corn condition good. Wheat yield about 10-bu. average for this county. Good rains last few days. Harvest just commenced. Has been very dry all spring, until last few days.—Wright & Gray.

Harveyville, Kan.—The condition of wheat June 13 is excellent. Oats improved and in fair condition since the late rains. Corn doing well; some replanting caused by insects and dry weather. Hay crop will be light.—D. C. Hostetter, mgr. Osage City Grain & Eltr. Co.

Alma, Kan.—The crop acreage in Plump township as per trustee's estimate is: Corn, 8,760 acres; wheat, 354 acres; oats, 79; rye, 35; spring wheat, 10. For Wauhauser county: Corn, 82,819; wheat, 13,771; oats, 6,361; rye, 141; spring wheat, 98 acres.—Simeon Smith, county clerk.

McPherson, Kan.—The acreage of wheat in this county is about 175,000 acres. Wheat will make from 12 to 25 bu. to the acre, but the average will be about 15 bu. It appears now to be of very nice quality; most of it will be harvested during the next few days. Have had very fine weather for corn and there is a good prospect. Oats are not very largely grown in this county, but what we have is very fine.—H. Parker Grain Co.

Atwood, Kan.—We will have some grain this year, but not as much as last. The early hard wheat is good but the late sowed hard wheat will be better than a half crop. Macaroni wheat is good and will yield well as it is adapted to this country. Corn looks good up to date and will continue so if the required amount of rain is allotted us. There also will be a good yield of barley altho the straw is short as it is with all grain this year.—John Sharp, Agt., Cooper & Linn.

## Kentucky.

Frankfort, Ky.—A severe drought prevailed thruout the state during the early part of May, and considerable damage was done to nearly all the crops before the rains came, about May 25. Wheat has headed low on corn land and where soil is thin and will be hard to save without great loss. May 1 the crop promised to be a bumper but is now reported 21 points below the condition then. The oats suffered more than any other grain and the present outlook for the crop is gloomy. Grasses and meadows have suffered and the hay crop will be a short one. The wheat acreage on June 1 was 95 compared with last year's condition 76; corn acreage 97; condition 81; oats acreage 87; condition 63; rye acreage 91, condition 84.—Hubert Vreeland, commissioner of Agri.

## Michigan.

Pinckney, Mich.—There is considerable complaint of insects in growing grain, but the extent of damage is uncertain. The crop is only fair. An average crop of beans is being planted. Corn and oats are looking well. Hay will be a light crop.—T. Read.

Oxford, Mich.—Grain acreage about the same in this vicinity as last year. Hay will not be as good as last year, and rye very poor. Average yield last year; wheat, 12 bu., rye 11 bu., oats 40 bu., corn 80 bu. and hay about 1 1/2 tons per acre.—John Gardner.

## Minnesota.

Windom, Minn.—The grain acreage in this locality is about the same as last year. Oats are looking very fair, but wheat and barley are not very good. Corn is poor on account of poor seed, and the worms have taken lots of that did come. A good many farmers have plowed and disced up the corn and sown flax, but it is rather late for old ground flax. Wheat will be light crop, and also barley; it is a little too early to tell what flax will be.—Milo Billings, mgr. Co-operative Eltr. Co.

Minneapolis, Minn.—We have had a continuous period of good growing weather thruout Minnesota, the Dakotas and Manitoba. There have been the usual number of wet spots and different sections have complained of heavy growth of weeds. Once or twice there has been talk of drought, but taken as a whole, the growing period has been usually satisfactory. Small grain is now well stood with strong roots and is ready to shoot, waiting only for warm days. In the southern counties of this state and in South Dakota grain has already commenced to shoot and barley is heading. Our cool cloudy spring has not been so favorable for corn as for small grain. Some of the corn crop required to be re-planted because of excessive rain during the planting season. Flax seeding continued up to the 15th of June. Early sown flax looks very well. The acreage in Minnesota, North

and South Dakota exceeds that of last year by about 5%.—The Van Dusen-Harrington Co.

## Missouri.

Monroe City, Mo.—Corn is looking fairly well. Most of the oats will be too short to cut with a binder. The hay prospect is the worst I ever saw here. The farmers have sown a goodly supply of cane and millet for roughness.—A. H. Green.

Mound City, Mo.—The oats crop will be very fair. Will commence harvesting some this week but our corn crop will be cut shorter still if we have a late fall. With favorable weather it may turn out better but it is very uneven, as we had to replant so much. It has been very dry all spring but June 17 we had a fine rain and looks like more rain. The hay crop is not promising and pastures are very dry. Still this rain will help everything so we hope to get fair crops, as there is plenty of time yet.—Gus. Roecker, secy. Mound City Milling Co.

## Nebraska.

Phillips, Neb.—Wheat and corn not suffering; but oats will be very short.—J. C. Larsen, agt. W. H. Ferguson.

Lyons, Neb.—There is plenty of moisture and grain looks fine.—A. Moseman, Agt. Holmquist Grain & Lumber Co.

Ashland, Neb.—Winter wheat will make about half a crop. Oats about the same. Corn is a good stand and clean of weeds and normal size for this time of year.—Rallsback Bros.

Lyons, Neb.—Considerable corn moving at 40c. More in the hands of farmers. Crops here are looking fine; only early oats suffered from dry weather. June 17 and 18 a fine rain fell, which tends to make a good crop.—F. A. Farnam, Agt. Peavey Eltr. Co.

Albion, Neb.—We have had much needed rain in this county and it seems to have hit most of the country around here. Winter wheat and rye all headed out and the rain will help the filling to a great extent. Corn that had been well tended was doing fine but some that had not been well tended to was not so good. Oats are doing very well.—R. B. Williamson.

Monroe, Neb.—The long drought was broken here June 17. The winter wheat is a fair crop. Acreage short same as last year. Oats crop quite backward. Early oats is heading and very short straws. Acreage about same as last year. Corn is in fine condition, free from weeds. Stand very good. Acreage about the same as last year. Very little corn sown. Crop fair. There is not any barley to speak of. Prospects are favorable for an average crop of all kinds of grain. Alfalfa is a good crop this year. The first cutting is in stack and in first-class condition.—John Gibbon, Agt. Wells-Abbott-Niemann Co.

Meadow, Neb.—On June 18 a drought of six weeks' duration was broken by a heavy fall of rain of about 2 inches, which was about 12 hours in falling, soaking the ground good and doing no damage to the grain by washing. Oats will be benefited to some extent, especially late oats. Early oats were well advanced and damaged some by dry weather. Winter wheat will hardly be above an average crop, making from 10 to 15 bus. per acre. Corn, altho somewhat backward for this time of year is in fine shape. The dry weather is giving farmers time to thoroughly cultivate and the corn is now free of weeds. We look for a bumper crop of corn.—H. G. Mundell.

## New York.

Buffalo, N. Y.—The state winter wheat crop is doing well again, the dry weather of May not being enuf to harm it. It is just heading out and will be a fine crop.—J. C.

## North Dakota.

Souris, N. D.—Crops of all kinds are looking extra fine in Bottineau county.—Sam Dunbar.

## Ohio.

Hepburn, O.—Wheat is beginning to look like last year, full of weevil. Oats looking good. Hay is short.—F. J. Laubis.

Kent, O.—We think we can report as good or better crop of wheat than last year. Harvest will begin here about July 1. Acreage is full and farmers report satisfactory prospects everywhere.—Williams Bros. Co.

Kingman, Wilmington P. O., O.—The wheat crop looks well, except thin. It will likely be a fair crop of good quality. Good acreage here. Oats very short and unpromising now. Corn very uneven, clean and the ground is in good shape. Grubs are plentiful. The hay crop is short.—H. W. Smith & Co.

Kyle, O.—Wheat will do to cut about June 23. Acreage 80%, condition 90%. Looks as tho it would be a good quality, if weather holds good. A full acreage of corn, but it is very spotted. A few fields look good, but the greater part small and unsightly looking. Oats and hay crop very poor.—Kyle & Williamson.

Plimpton, O.—Our wheat crop will be the best we have had for several years, the weather being very favorable for the coming crop. We think our oats crop will be a little short. Corn has a good stand, the weather being favorable we will surely have a good yield, the acreage being large here. We had a fine rain week before last and farmers all look wise.—John W. Horn of Horn & Smyser.

## Oklahoma.

Carrier, Okla.—We are getting ready to take care of one of the best crops of wheat this community has ever had.—Agent, J. H. Shaw.

Dummond, Okla.—The crops here were never finer since this country was opened up to settlement. Wheat will make from 15 to 30 bus. per acre. Oats and corn are the best ever known for this time of the year.—Agt. Enid Mill & Eltr. Co.

Greenfield, Okla.—About 4,500 acres of wheat that will be marketed at this station this crop year, and I believe it will average from 18 to 20 bu. per acre. We are counting on shipping 80,000 or 90,000 bus. of wheat out of this station this year. The wheat is of a very good quality and the larger part of it will test No. 2. Harvest is about over and threshing will begin the first of this week.—F. E. Greenfield, Agt. Home Grain Co.

## South Dakota.

Winifred, S. D.—Crops are in pretty good shape. More flax put in than usual; other grain about same as last year.—C. E. Rice.

Sioux Falls, S. D.—Crops are good Acreage just about same as last year.—John Mundt.

Alexandria, S. D.—The acreage of corn has been increased in this vicinity.—C. E. Lyman, mgr. Farmers Eltr. Co.

James, S. D.—Crops of all kinds look extra good. Some of the early sown barley is heading out.—H. E. Turris, Agt. Potter, Garrick & Potter.

Mitchell, S. D.—Should estimate acreage this year compared with last as follows: wheat 15%, oats 20%, corn 20%, flax 15% more; barley 50% less.—F. L. Moyer.

Freeman, S. D.—The acreage of small grain is about same as last year; corn a little more in acreage, but hurt by cut worms in some fields.—A. A. Wollman.

Garden City, S. D.—The season is backward; too much rain, and cold all spring. Acreage is no doubt somewhat larger than last season, but spring wheat is cut down about one-half, the difference being taken up by durum wheat, and with the exception of low places which were too wet to put in, the crop in general looks good. Lots of fields of barley and oats are not over 2 inches high. Some corn is being cultivated, while some is just coming up. Hay and pastures look fine.—Farmers Mercantile & Eltr. Co.

## Tennessee.

Newbern, Tenn.—Wheat acreage is about 10% larger than last year; yield will be from 7 to 15 bus. The crop is not going to be what we expected.—W. S. Ridens & Co.

## Texas.

Cleburne, Tex.—The wheat acreage in this vicinity about 15% below average; condition 35% better. Oat acreage 5% less, with condition 30% better.—M. M. Pittman.

Crawford, Tex.—Have at least 12 to 15% increase in wheat and oats. All now being cut or already harvested. Wheat will average 15 to 17 bus, some making 10 and others making 25 bus. Oats making 40 to 100 bus.—John B. Nichols, of Nichols & Co.

## Wisconsin.

Kilbourn, Wis.—The acreage of rye is about 90%. The condition of the crop is poor, about 85%. Spring wheat and oats are looking fine. Acreage about an average. The acreage of buckwheat will be larger than usual. The acreage of corn is fully up to the average. Hay crop promises good. We are having plenty of rain for all crops.—W. York & Co.

Madison, Wis.—May was cold, with cloudy weather accompanied by light rains; favorable for grain and grasses, which are well advanced and in general good condition. The losses by winter kill-

ing, reported previously, were not over-estimated, as regards clover and winter wheat. The condition of winter wheat on June 1 was 88 compared with last year, with the acreage 89 compared with the area in 1905. The severe frost of May 25 damaged the corn. The stand of early planted corn is good, but the color indicates the need of warm weather and sunshine. Considerable corn is yet to be planted; acreage compared with last year, 162. The condition of winter rye is 94 compared with last year, with the acreage 98; barley, condition 99, acreage 101; oats, condition 98, acreage 102; spring wheat, condition 96; acreage of potatoes 96, as compared with 1905. A continued decrease in the acreage of wheat, with a smaller falling off in potatoes. An increased acreage of flax is reported from St. Croix and Pierce counties; while in Racine and Kenosha counties, where cabbage production has been quite an industry, the acreage this year is largely increased; farmers frequently planting 10 or more acres to the crop.—John M. True, secy. Wisconsin State Board of Agri.

## Government Crop Report.

Washington, D. C.—Preliminary returns on the acreage of spring wheat sown indicate an area of about 17,989,000 acres, an increase of 38,000 acres, or 3%, as compared with the estimate on the acreage sown last year. The condition of spring wheat on June 1 was 93, compared with 94 at the corresponding date last year, 93 on June 1, 1904, and a 10-year average of 94. The average condition of winter wheat on June 1 was 83, compared with 91 on May 1, 86 on June 1, 1904, and 88 on June 1, 1904, and a 10-year average of 81. The total oat acreage is about 27,678,000 acres, a decrease of 368,000 acres as compared with the acreage sown last year. The condition of the oats on June 1 was 86, compared with 93 on June 1, 1905, 89 on June 1, 1904, and a 10-year average of 91. The barley acreage is estimated to exceed last season's area by 133,000 acres; average condition 93.5, compared with 94 on June 1, 1905, 90 on June 1, 1904, and a 10-year average of 90. Average condition of rye on June 1 was 90, compared with 94 the same date last year, 90 on June 1, 1904, and a 10-year average of 90. Crop Reporting Board of Dept. of Agri.

## Care Needed to Secure Good Barley.

As the new crop of barley approaches maturity buyers shud impress farmers with the great importance of having the crop thoroly ripen before cutting, and then to allow the grain to go thru the sweat in the straw before threshing. Maltsters used to pay large premiums for white barley and farmers have gotten into the habit of cutting their barley before it is thoroly ripe "on the green side" as it is familiarly called, in order to secure their crop before the possibility of discoloration by moisture. Such barley does not thoroly convert into malt, and is in this respect inferior to a thoroly matured barley; even if straw colored, it is yet worth more to the maltster than a whitish green barley that has not thoroly ripened.

Brewers will not pay the premium they did formerly for white malt. What they most desire is a large, plump berried, thoroly converted malt, straw colored and uniform, being preferred to this thin white stuff.

It is therefore of first importance that farmers exercise greater care than they have in the past and allow the barley to thoroly ripen before cutting and then to have the grain sweat out in the straw before threshing. By this process they will obtain a crop of barley that will command the highest price in any market.

Victor H. Olmstead, an assistant, has been promoted to statistician of the Dept. of Agri. at Washington to fill the vacancy created by the resignation of John Hyde.



### Death of D. Hunter.

The host of friends of Douglas Hunter of Hamburg, Ia., President of the Grain Dealers Union of S. W. Iowa and the N. W. Missouri since its organization ten years ago, and Director of the Grain Dealers National Ass'n continuously for the past seven years, will be greatly grieved to learn of his sudden death at his home in Hamburg, June 17.

For years Mr. Hunter had not missed a meeting of the Grain Dealers Union or the National Ass'n, altho he had been a patient sufferer and oftentimes when at meetings was compelled to take to his bed. He attended the National meeting at Chicago on June 4 and 5 and was again re-elected Director of the National.

Being one of the pioneers in association work, it was but natural that he should take an active and continuous interest in every organized move to improve trade conditions. He gave much time and energy to promoting the interests of the trade and naturally stood high in the estimation of those who knew of his earnest endeavors in behalf of the common cause. He was highly respected by every member of the Grain Dealers Union over whose destinies he has presided from the start. Its members held him in high personal regard.

The funeral was held at the family residence on the afternoon of June 21 and was attended by a large number of members of the Grain Dealers Union. Flowers and messages of sympathy and condolence were sent from members of the trade everywhere.

### Organization.

BY E. M. WASMUTH, ROANOKE, IND.

The first record we have of a well defined and practical organization undertaken by man, is taken from a Book which all grain men should and do read, and relates to one, Noah, who with a premonition of impending disaster, organized a family of every branch of the animal kingdom and having provided an ark, saved them from the flood. From that day man-kind has seemed to have organization to the uttermost, building with it families, tribes, cities, villages, and nations, armies, navies, churches, schools, fraternities, and enterprises that admit every opportunity for the exertion of the energy that is within man. We cannot but contemplate what would have occurred through the ages if there had been no effort at organization. If each individual had been content to live by his individual effort alone, without government, without seats of learning, without the added knowledge of his brothers' efforts and achievements, with only his own instinct to lead him and his own experience to guide him.

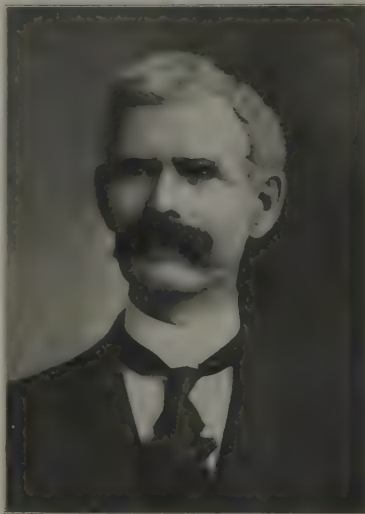
Surely much, if not all, of the progress of civilization is due to organization and one need not wonder that the modern progressive and aggressive business man, like the modern scientist, scholar and statesman, looks to the organization to find his fellows, to the added experience, knowledge and discernment of his neighbors, which he gains by such contact, for the material with which to build for success; to the close association of his craft for mutual protection, for the gaining of ideas not possible to the individual, and for the elevating of his business unto a higher plane. It is not surprising then that in this twentieth century which finds men and nations more than ever before, contemplating mutual accomplishments rather than self interests at the expense of a neighbor; it is not surprising to find the idea of organization taking root in every branch of human endeavor. We find labor in all its lines thoroughly organized, the professions likewise, and pursuits of a commercial nature closely following.

It is well that we as citizens should consider what effect these organizations are to have upon our communities and upon our national life. I do not hold, with the pessimist, that the perfection of organization means the end of the reward of effort, but rather the climax of equal opportunity.

Much depends, of course, upon the na-

ture of the organization. That which stifles competition and attempts to lay an unjust tax upon those whom it serves, is wrongful and should not be permitted, but that which permits fair competition and seeks to create conditions which secure for its members a fair and reasonable opportunity for profit, is beneficial to all and should be encouraged.

Competition that is fair is productive of industry and thrift, while that which is unfair is destructive and is injurious not alone to the competitors but to the community in general. By no process of reasoning can it be shown that a community has been the more prosperous because of the failure of any member of that community to secure a proper reward for either labor or investment. On the contrary, prosperity, contentment, and happiness, rest upon that community where each citizen prospers, and may organization hasten the time when every man shall be rewarded for his labor as he merits.



D. Hunter, Hamburg, Ia., Deceased.

In this day of the trust buster, when men are full of suspicion and are ready to vent their righteous indignation at anything which seems to afford an opportunity for combination, we find an occasional man who looks with suspicion upon organizations of tradesmen. No greater mistake could be made. By the very nature of organization, the purposes of a combination or trust are thwarted.

The Small Dealer: By organization the small dealer is protected and the central idea is the protection of the weak in their battle with the strong. The more perfect the organization, the more assurance to the little fellow that such conditions shall be maintained as will give him equal opportunity with his brother. When the full intent of organization is accomplished, there will be no opportunity left for the exercise of the purposes of the so-called trusts. We can therefore be assured that ass'ns and organizations of tradesmen which are honestly conceived and managed in a spirit of fairness, are wholesome and worthy the approval and assistance of well meaning citizens.

Then let us see whether it really pays us individually to sacrifice the time and incur the expense necessary to join in such organization. There are several sides to it, each one of which makes it worth while. There is an educational side, a social side, and a mutual protection side.

Educational: There is no school where we can learn how to buy, grade, handle, and market grain. We must secure what knowledge we get largely through experience. The only tutoring we get comes through the people with whom we come in contact in our daily business transactions, and the wise grain man seeks every opportunity for contact with his fellow dealer and with those to whom he sells or of whom he buys, absorbing all the information he can secure for the improvement of his business methods. There are wise men in the grain business, but none so wise that

they can remain continually in their offices, relying solely upon their own experience and learn all there is to learn.

Social: The meetings of National, State, and local ass'ns where the dealer meets his neighbor, broker, or customer, beget a friendly relationship which adds much to the pleasure of the business, and if you are seeking for success in business, you must find pleasure in it first. Friendliness is a valuable asset for any business man and should be exhibited to customers and competitors alike. It is fostered by ass'n, but between competitors it dies quickly if not given plenty of exercise.

The mutual protection side of organization brings combined effort to ward off the evils and smooth up the rough spots that attack themselves to the trade. This is the primary object of all organization. Here is where the opportunity is presented for the correction of abuses and the bettering of trade conditions. Here is where the strong should aid the weak and should be able to look past their individual needs to the general good. When the strong take control of the organization and disregard the needs of their weaker brothers, then will commence the fall of the organization.

Let me say that it is the little country dealer who needs the organization and whom the organization needs. This is the one whose volume of business puts him in a position to dictate terms to a transportation company, who really needs the organization. If the control falls in the hands of such dealers, they must not forget that success depends upon the support of the multitude of small dealers, for in their better position they must not forget the needs of their less fortunate brother. There is no room for selfishness in any association. If this organization can be found at all times striving for the improvement of market conditions, for proper preparation of grain for the market, for the faithful fulfillment of contracts, for the elimination of bad practices of all kinds among individual shippers and receivers, for a reasonable adjustment of railroad rates, for fair distribution of equipment by railroad companies, and for a square deal on every hand, there will be no question as to its success.

Opportunity for Usefulness: There is a wide scope of opportunity for usefulness presented to this organization. There is continually being proposed, by legislative bodies, laws that affect our business, and the watchfulness of a corps of efficient officers to safeguard our interests is needed. The transportation companies and their traffic ass'ns are continually making new rules and these need our combined efforts in order that we may maintain our rights. The recent repeated efforts to foist upon us the non-negotiable bill of lading is a case in mind. That there is discrimination in railroad rates and that railroad officials pay attention to fairness in distribution of equipment cannot be denied. The people are aroused about these matters and if the laws recently enacted are not found adequate, others will be passed until the serviceable transportation system shall be available to all without discrimination. It should be the part of this and kindred organizations to use their influence in a conservative manner to this end.

Grain dealers are vitally interested in this question and should use every effort possible to have it settled. That time should speedily come when a rate of freight is named, it shall be based upon the amount of energy required to carry the commodity to its destination, with a reasonable allowance for responsibility based upon the value and nature of the commodity, but with no favoritism to locality, and no influence from consignor or consignee. Commercialism in this day has in fact come to such a degree of aggressiveness that the business that does not take its stand and boldly look after its own interests, is likely to be trampled upon.

We have also many abuses that need correcting before the transacting of business between the shipper and receiver can be considered altogether satisfactory.

Terminal market conditions are not by any means the best. We need one thing in one market and something else in another, and some improvements are needed in all of them. We have talked for years and are still talking of uniform grades and trade rules. These are matters of great importance to every shipper. If we get the rules of trade and the grades of grain made uniform in all markets, within three or four years from now, the ultimate gain to our membership will be worth all the time we have put into ass'n work. We

will not get them until we have a National organization that can compel them.

We need some things at the other end of the line also. We need better weighing, cleaning, and handling facilities, and the very fact that, since the country grain dealers have become organized, much improvement has been made in this direction, induces us to that by the continuation of such organization, more improvement will come.

The rules of arbitration and the work of the arbitration committee are much more important than many dealers realize. The idea of arbitration and investigation is having a deterrent effect upon both shippers and receivers who have been inclined to sharp practices or to carelessness in the fulfillment of contracts.

All this usefulness is open to us and all this good can be accomplished, but not by a few working overtime. The few can talk and see bright visions, but the discourse will be all platitudes and the visions will fail to materialize unless the country shipper and the receiver alike reach in their pockets and dig up the necessary coin and then roll up their sleeves and go to work.

The work rests largely upon the officers, but the membership can assist greatly by promptly meeting the demand for dues, attending the meetings, and seeking new members. While they should be every ready to make reasonable suggestions to the officers, they should support the action of such officers at all times. Dissensions should be absolutely avoided. It is worth while quarreling about whether the dues shall be three, five, or ten dollars. Or is it important to the membership whether the members are affiliated or direct? These may be questions which, with others, must be carefully considered by the managers, but when they have decided upon a policy, let all differences be forgotten and all join heartily in an effort for the common good.

## Points In Elevator Construction.

By L. O. Hickok.

Elevator Construction is an important subject to every elevator owner. It is difficult subject to properly handle in all its details. I will be brief and only deal with some of the more important features.

**Foundation:** You should examine or cause to be examined the existing condition and character of the soil of the site upon which you propose building. Your foundation should be designed to carry the load with a liberal factor of safety, and a knowledge of the soil conditions are necessary. Frequently, a heavier foundation is placed than is necessary, making it cost more than it should. Then again, a much lighter foundation is placed, causing serious trouble and expense. Without knowing the facts concerning your site, it is only guess work to design a foundation and specify the material to be used.

**Size and design:** The dimensions on the ground is an important factor. Take, for instance, a 30,000 bushel elevator, as there are more of that capacity built than any other. The shorter the distance from dump scale to the car, the better spouting from the back bins to the boot and the less shoveling on top of bins to fill all available space, hence a saving in labor. Suppose the building is 32 ft. wide from driveway to track side, that means a high driveway, deep pit and high cupola. I have found that 35'x28' on the ground distance from drive to track being 28 ft., to be the better proportion, everything considered. With the above size on the ground, I have usually installed a boot tank 16'x8' on top and 6' deep. If elevator site is level ground, to secure a receiving pit of 150 bushels, it is necessary to build a driveway 6 ft. high above the ground level. A wider building than 28 ft. means a higher driveway or deeper pits, with spouts and pit slopes of less pitch.

**Driveway and Pits:** When lumber was cheap as compared with present prices, shallow pits in the ground and long high approaches have been the general construction. With high prices of lumber, it is advisable that other designs be employed. I advocate that an iron boot tank 28'x6' on top and 8' deep be installed inside of a tank 6' deep. A tank 8 ft. deep reduces the height of the drive two feet, making it possible to dispense with 24 ft. of the incline on the approach end and 16 ft. on exit end of the driveway, making a total saving of 40 ft. in length. With a driveway only 16 ft. in height, the incline may be filled with concrete, which when once placed, are indestructible; while inclines built from lumber are continually being repaired. If inclines are to be built of

lumber, the decking should be of 3x6 or 3x8 plank laid 1 1/2" apart. A single thickness of three-inch plank wears longer and costs less than two-inch stuff doubled. 2x10 or 2x12 plank cleated with 2x4s do not make durable inclines. The 2x4s will not as a rule last one season. The dirt which is deposited between them holds moisture, which causes the under plank to decay in two or three years and requires replacing. The driveway under the enclosed awning should be decked with three-inch plank. By installing an iron boot tank 8 to 10 feet in depth, the height of driveway is reduced to four feet. Filling the inclines with earth makes a durable, easy approach, costing no more to place.

**Regarding equipment:** If one stand of elevators is to be installed, I would recommend placing 11x6 or 12x6 buckets on rubber belt 12" apart. 10x5 1/2" buckets will handle grain faster than it is possible to weigh and dump. But in transferring or loading into cars, buckets with greater capacity are desirable. The additional cost is a small item compared with the increased handling capacity. If two stands of elevators are to be installed, 10x5 1/2" buckets should be placed for the receiving legs and 12x6 for the cleaning, transferring and loading leg. In placing the stand of elevators, there should be provisions made to take care of settlement of foundation and cribbing, either by telescoping the leg or head. The stands should be built from bottom of pit to head entirely independent of the building. To telescope the head, there should be at least 3 ft. space above the rafters of the cupola. Where grain is discharged, the throat should be built 18" deep. After head is in place, construct a telescope by casing outside independent of the head, this casing forming a second throat, which should be suspended from the rafters of the cupola. This is attached to the distributing spout. The distributing floor is a part of the cupola frame, the legs and head being built independent of the rest of the structure. In the settlement of the main building, the second or outer throat drops away from the first throat and neither are affected.

**Drives:** There are several different methods of driving the stands of elevators—the chain, rope and belt. If chain drive is installed, it is better to place it in two sections, placing a jack shaft about midway from counter shaft to head shaft, also two sets of tighteners should be installed, one set at the head and one set supporting the counter shaft underneath the work floor. It is then an easy matter to keep the chain sufficiently tight to prevent swaying, which causes rapid wearing and frequent breaking. In using the rope drive, I find that the best results are secured by placing a 30" driving sheave on counter shaft, 16" on head shaft, and driving from this shaft to head shaft by sprocket wheels and chain. To transmit the full power with 1" rope driving one stand of elevators, the rope should travel at least 1,200 ft. per minute. To secure the best transmission and insure long wear of the rope the driving sheave should not be less than 30" in diameter.

The belt drive, which I have been installing for several years and which has given satisfaction to most of my customers, this past season I have improved so that it is a perfect drive and gives entire satisfaction. This is what may be termed an under belt drive and is installed by placing a drive pulley on counter shaft underneath work floor; and between the two trunks of the elevator stands, the face of the pulley projecting into each trunk. This pulley is lagged with one thickness of rubber, the same width of the pulley. After pulley is in place, the drive belt is then put in, using the pulley in the elevator head as the driven pulley. After placing the drive belt, the bucket belt is then placed over the drive belt and over the head pulley down under boot pulley, the bucket belt running on top of the drive belt. The drive belt may be one inch less in width than the bucket belt, and should be of the same quality of other drive belts, 28 to 30 oz. duck. The bucket belt should be not less than 26 oz. duck. There should be installed two sets of take-ups, one set in the head and one set supporting the counter shaft under work floor. The set at the head tightens both belts upward. The set supporting the counter shaft tightens downward and tightens the drive belt independently, making a positive, smooth running, noiseless and durable drive. There are two other features which I recommend the under belt drive. The load on head shaft is equally distributed on the two bearings, avoiding friction on one more than the other. The boot pulley is stationary and

admits of always spouting grain below center of alley, giving greater depth to pits by several inches than they can be when cup belt is tightened in boot. When grain is spouted below center of boot pulley, boot is non-chokeable.

**Shafting and pillow blocks:** All shafting underneath elevator should be on bearings independent of the elevator, so that any settlement of the elevator will not affect the alignment of the shafting. All shafting may be 1 1/2". All pillow blocks should have hard grease cups and be at least 5" in length and babitted. One of the most frequent causes of fires is from overheated bearings, which cause can be eliminated to a great extent.

**Studded Elevators:** You are all familiar with cribbed elevators. Some of you possibly may not have conceived the idea that with the present prices of lumber, the cost of an elevator may be reduced by building a frame structure. The question then presented is: Can the frame or studded house be built without the possibility of leaking from one bin into another, and sufficiently strong to carry the load and withstand the thrust upon the walls? The question of strength has been tested and proved satisfactory where the building was properly constructed.

In the construction of a studded elevator, of 30,000 bushels capacity, the studding should be 2x8 No. 1 dimension set 12" centers. At all corners and crossings place a 4x4 instead of 2x8. The 2x8 may be 13 ft. in length, the walls being built in two sections. The studs should be set on 2x3 plates first nailed to floor with 20d wire nails, then at top of first section a triple plate thoroughly spiked. The studs of second section should have double plate at top. Outside walls should be sheathed with No. 3 boards nailed with 1/2" Lap Siding same as cribbed walls. The partitions may be celled with 1x6 Fence Flooring.

Wherever the bin crossings intersect every alternate board should be placed at right angles and extended two or three studs each side the intersections. By placing boarding of the partitions in this manner, a tie is made, which will withstand any thrust in the corners at bin crossings. In other corners than the one in which the 4x4 stud is placed, should be placed a V-shaped strip made from 4x4 ripped diagonally—these strips to extend from floor to top bins, making corners absolutely tight. Corbels of 6x3 with top beveled should be placed every 6 ft. from floor to top of walls—the corbels to be placed before siding is put on.

A corbel must be placed on each side of partition studs, then rod with 3/4-in. rods across each side where the span of walls is 8 ft. and not over 14 ft. The rods must be threaded at each end with wrought iron plate, cast washer and two nuts at each end. Otherwise the building may be the same general construction as a cribbed building, except that it is necessary to telescope the head or roof of driveway awning. A studded building same dimension as a 30,000 bushel cribbed elevator has 32,000 bushels storage capacity.

The cost of a frame elevator is from 8 to 10 per cent less than the cribbed. Storage annexes can be built by studding at fully 8 per cent less than cribbing. Insurance rates should be less, the salvage being greater in case of fire, as it is possible to tap a bin of grain on the outside and release large quantities, which would be entirely unaffected by fire and smoke.

## Imports and Exports of Rice.

During the 10 months prior to May 1 we exported 32,515,000 lbs. of rice meal, bran and polish and 3,482,000 lbs. of rice; compared with 36,612,000 lbs. of meal, bran and polish, and 65,863,000 lbs. of rice, during the corresponding 10 months of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

Imports of rice were 48,970,000 lbs. and of flour, meal and broken rice 77,614,000 lbs. for the 10 months, compared with 39,043,000 lbs. rice and 53,488,000 lbs. flour, meal and broken rice for the corresponding 10 months of 1904-5.

Of foreign rice and rice mill product we re-exported during the 10 months prior to May 1, 9,118,000 lbs., against 7,826,000 lbs. during the corresponding period of 1904-5.



## ANNUAL MEETING OF ILLINOIS GRAIN DEALERS ASSOCIATION.

The thirteenth annual meeting of the Illinois Grain Dealers Ass'n was called to order by Pres. Hubbard in the Assembly Room of the City Hall, Peoria, Ill., at 2:30 p. m. June 12th.

R. W. Van Tassel, Pres. of the Peoria Board of Trade, delivered the address of welcome from which we take the following:

### Address of Welcome.

Mr. President and members of the Illinois Grain Dealers Ass'n:

It is with praiseworthy pride and yet not personal compliment that I come before you this most gloriously beautiful day in my official capacity as President of the Peoria Board of Trade, to welcome the members of the Illinois Grain Dealers Ass'n and its friends to our city. It is evident that a "flow of eloquence" is not expected, else a silver tongued, golden haired word painter of our city might have been secured who by word of mouth might picture some handsome bouquets to hand out to you, which, while beautiful, might not be appreciated more than a single flower presented by one within the family circle. Therefore in the goodness of your hearts I trust you will bear with my humble efforts and while the welcome may not be so beautifully painted, yet I hope it may bear the impression of the genuine appreciation and pleasure we feel in having you with us.

Grain Dealers Organizations are practically a new thing, but are simply the outcome of the natural but rapid growth of this beloved country of ours and are in line with other business organizations whose members meet, not to combine and crush competition, as is the thought of many, but to learn from the related experience of other members how to economize in the management of business where best results can be obtained in buying or selling of goods, and how one can best succeed against the numerous obstacles and difficulties that arise. You have also through organization and united effort corrected some wrongs and neglected that were being perpetrated by the railroads, and have stirred to activity many of the terminal markets along certain business lines where you have been able to show improvements in your interests were needed, and these terminal markets have been glad to accede to your reasonable demands. The railroads have also felt the force of your organized effort and they have met you to a large degree in granting your requests, and generally to their own advantage as well as yours. And so your organization is wielding its influence for good and will continue to do

so as long as it keeps, as in the past, within its legitimate lines.

E. M. Wayne, Vice-pres. of the Ass'n, in his response for the dealers, said:

### Response of E. M. Wayne.

In response to the welcome you have just listened to, I think we may all feel that the cordial greeting and reception extended to us from the Peoria B. of T. indicates that all are welcome.

Peoria is an ideal convention city, with its commodious hotels, large auditoriums, beautiful parks and drives, excellent railroad accommodations, and, I am told, "plenty of good mineral water." As a corn consuming city it has no equal on this, or any other continent, and if all the reports we hear are true it will not be long before her consumption will be doubled.

The country grain men accessible to this market should consider themselves fortunate to be so located.

The Peoria B. of T. and its members here always best stand in support of the Ass'n in its work for the betterment and the upbuilding of the grain trade, and no doubt will continue to be so long as the Ass'n continues on its present broad and businesslike methods of conducting its affairs.

Mr. President and gentlemen of the Peoria Board of Trade, in behalf of the members of the Illinois Grain Dealers Ass'n, I wish to thank you for your hospitality so generously extended to us. We are glad to be able to spend our two days of session in your beautiful city, and I trust that when we have departed you will have no occasion to regret that we have been with you.

Pres. Hubbard in his annual address said:

### President's Address.

In the early ages humanity drifted to and fro. Primitive man was a savage. They began to form organizations, organizing themselves into tribes for their protection against the wild beasts of the forests, and onslaughts of war from other tribes. We have greatly advanced those ideas until we have established governments for the enactment of laws for the protection of citizens.

Some of the older men perhaps remember the time when the father of the family was the shoemaker and the cobbler, in the summer months raising his grain and in the winter hauling them long distances to market. But times have changed and these conditions were changed, railroads were built, ramifying the country, and you would have a car placed out at a station of a blind switch somewhere. You would thresh your grain, load it into the car and consign it to some market. That became too slow, and they began to build elevators with driveways, so that you could drive upon them and unload your grain, dump the grain from the wagon scale with a lever, elevate it in the leg and spout it into a car for shipment. Most of the elevators were operated by an individual who operated under his own ideas. One would perhaps give free storage for a year, hold your grain and sell it when you got ready, and another would perhaps give you free storage for six months, and another for three months, and so on. There was a diversity of conditions throughout the grain country. In the progress of the business elevators became lined up so near each other that one station giving a longer term of storage than the other would conflict with the trade of the other or nearest neighbor, who thought it not profitable to continue the storage of that grain indefinitely without compensation.

Many of you can remember when you shipped your grain to Peoria, Chicago, St. Louis or Cairo or some other point. It was consigned to an individual who operated an elevator and inspected and weighed the grain according to his own ideas, without any supervision, and it devolved on every individual shipper to hunt out an honest man to ship to in order to secure honest weights and inspection. If there was no one at a certain point to give you honest weights and inspection you were at the mercy of one who might be dishonest. If there was one dishonest

weighman or one who docked your grain 3, 4 or 500 pounds and one who gave you correct weights and paid you for what you had, the dishonest one was the meanest kind of competition for the honest weighman because he was getting the advantage of him from 10 to 15 and 25 bushels per car. The shipper was at a disadvantage.

You can readily see if these conditions existed to-day, if we had no public weighmen that the dishonest elevator men who were not giving correct weights to the advantage would lose his business thru the force of the ass'n's. Why do I say this? Because thru our meeting and associating together he would soon be found out and would be avoided.

These matters of correcting the inspection at the terminal markets, correcting the weighing, having official weights, have been the means of building up and bringing about great good to the grain trade of this country. Now, it is these conditions that make it necessary for us to have ass'ns. In addition to that, the joining or bringing of people together has a tendency to elevate them, lift them up. The ass'n of individuals elevates them in every way.

Now, as for the conduct of the Illinois Grain Dealers Ass'n for the past year, we have endeavored to conduct the business upon a broad and liberal plan. We have endeavored to conduct it so that all our acts could have the sunlight of publicity turned upon them and no man need to fear. No man need to fear to say that he is a member of the Illinois Grain Dealers Ass'n. That by joining the ass'n they have done anything to mar their standing in the community or as a citizen of the great state of Illinois and I say it with some degree of pride that I believe the Illinois Grain Dealers Ass'n to-day stands higher and holds a more prominent position in the channel of trade, both politically and socially and commercially than it ever did before and I feel it will continue that way.

J. H. Warren, Supervisor of Weights at St. Louis, read a paper from which we take the following:

### Weighing Grain in Terminal Markets.

The weighing of grain in terminal markets is to-day a topic of the most absorbing interest to all persons having the remotest connection with the grain trade, and for several years it has received the most earnest consideration from shippers, carriers and receivers. The interest of these parties is usually classed and considered a conflicting one, but in all that pertains to honest and accurate weights, their interests are identical.

In these modern days of close competition for business, when large consignments are handled on small margins, it is of the most vital importance to the shipper that when his grain is unloaded he receive credit for every pound his car contained.

The very existence of the receiver is also involved, because if his shipper does not receive the proper out-turn weight on



E. M. Wayne, Delavan, Ill.  
President Ill. Grain Dealers Ass'n.



H. I. Baldwin, Decatur, Ill.  
Treas'r Ill. Grain Dealers Ass'n.  
Director Grain Dealers Nat'l Ass'n.

his cars he is driven out of the business, or forced to seek other markets for his grain. In either case the receiver loses his trade and whatever time, labor and money that has been expended to obtain the patronage of that particular shipper is lost.

The interest of the carrier is also vitally affected because it is incumbent upon him to deliver every consignment without damage or loss, and where the proper evidence is produced that a certain quantity of grain was loaded into the car and the out-turn weight is short, it is up to it to make good the loss, especially where there is evidence of leakage in transit. The matter thus resolves itself into the simple proposition that all loss due to lax methods employed, and irregularities practiced in the weighing of grain at terminal markets, is a burden that falls alike upon the shipper, carrier and receiver—a species of tribute levied upon the grain business.

It is one of the inscrutable laws of trade that any tribute levied upon a certain branch of commerce, will invariably lessen its volume and render it a less attractive field of endeavor. It is fortunately another law not only of commerce, but a law universal in which no application of it is no evil for which there is no remedy. The remedy in this instance is one which every terminal market, that has an ambition to remain on the map as a receiving point for grain, must adopt by devising some systematic method of having grain weighed and graded by a supervision of competent men who have no further interest in the grain than to see that every pound taken from a car goes direct to the scale and is accurately and honestly weighed.

Four years ago the Merchants' Exchange of St. Louis realized this fact and as far as the St. Louis market is concerned, the shipper is no longer compelled to have his grain weighed by the buyer or his employees and to accept whatever weight is returned by them.

On the occasion of your last Convention it was my pleasure to describe in detail the manner in which your grain is weighed in St. Louis under the supervision of the Department of Weights of the Merchants' Exchange. Since that time I am pleased to add that the thoroughness and efficiency of our supervision has been greatly increased in several respects.

One great improvement in the service we are now rendering and for which the Merchants' Exchange makes no extra charge, and which is often of great value to the shipper in collecting freight claims, is the examination of cars in the inbound yards immediately upon their arrival in the city. Most of these yards are located at a great distance from the elevators and cars are allowed to remain there while they are opened for inspection. The Department now has men permanently stationed in these yards to examine grain cars and make a report on all those found in bad condition. These reports are forwarded to the office at once and filed with the records of the Department. Where there is a large shortage on a car which arrived at the elevator in good condition, it is frequently found by referring to these records that the car was in bad condition when it was examined by the deputy in the yards, and was re-coopered before being forwarded to its final destination. In such cases were it not for the records secured in these yards, it would be impossible for the shipper to obtain the proper evidence to enable him to collect a claim from the railroad for loss in transit.

Another very important feature in connection with cars unloaded from team tracks is a system of checking the number of loads taken from each car, which has been introduced in all yards where the railroads do not provide the proper facilities for seeing that each load is credited to the proper car. Our method of checking the loads is as follows: When a wagon is sent to a yard to haul a load, the teamster is required to weigh his empty wagon, after which the weigher fills out a ticket showing the date, the name of the party by whom hauled, the number of the car from which the load is to be taken, the name of the commodity and the number and weight of the empty wagon. The teamster then drives into the yard and must show this ticket to our watchman, who then allows him to take a load from this car. After the wagon is loaded, the teamster drives to the scale and again weighs his wagon. The teamster then returns the ticket to the weigher, who adds the weight of the loaded wagon. These tickets are carefully filed away and can be easily referred to in order to determine the number of the loads

taken from any particular car. With this system in vogue it is impossible for a load to be taken from a car without the proper record being kept. This arrangement has proved very satisfactory and few complaints are being received on cars unloaded on team tracks.

The Merchants' Exchange has spared no expense in maintaining its Department of Weights and making it efficient in every respect. During the four years of its existence, the deficit has aggregated over \$25,000, but the Board of Directors do not feel discouraged at this great expense as the abundant satisfaction given by the Department more than compensates for the money expended, and the reputation of the St. Louis market for fair dealing and scientific methods of weighing is now acknowledged by all handlers of grain especially by shippers contiguous to the St. Louis market.

Sec'y Strong read the minutes of the previous annual meeting, which were approved:

Pres. Hubbard appointed the following comites:

Nominations: E. Beggs, J. P. Woolford, G. W. Banks, L. J. Jeter, E. C. Boyer, Tampico.

Resolutions: E. M. Wayne, J. W. Radford, Abel Brooks, G. C. McFadden, A. G. Tyng, Geo. C. Dunaway, H. H. Newell.

A. W. Lloyd spoke of the improvement in the service of the inspection department at Chicago.

Prof. Hume of the state university was introduced and spoke as follows: I came here as an individual and not representing the university. Most of you may have been at the university and you probably noticed the diversity of interests represented there. I am connected with the Illinois Experiment Station. That station is engaged in the business of producing more and cheaper food materials on our farms. You are engaged in transporting more and more cheaply these same food materials and so I am sure our interests are not far apart. We are engaged in doing what we can to improve agriculture in plain every day farming, and we are doing it in a most sincere and honest way.

I only came as an individual and not as a representative of the university, but I can say in behalf of the University of Illinois and the Experiment Station if

there is anything we can do toward improving the grain marketed we will be glad to receive your suggestions. I assure you that you have our co-operation and very best wishes.

F. Einstein, Jr., Chief Inspector E. St. Louis, spoke as follows:

I came up here not prepared to make a speech but came up in the interest of the inspection department of E. St. Louis. As far as the inspection at E. St. Louis is concerned will say that we are working to make it on the same plan and the same principles as the weighing department, that is we are going to make it the best. Not only that, but any time that any man who ships grain to the St. Louis market is not satisfied with the inspection we have inaugurated down there the same postal card system which they have in Chicago. Any time you gentlemen have any cause for dissatisfaction I will be glad to send them to you. Any time any one has a complaint of failure to grade in that market they will receive a letter explaining why it did not grade. That brings us in personal contact with the shipper and makes him understand why his shipment did not grade.

The Pres. announced J. F. Courcier, Secy. of the National Ass'n, from whose address we take the following:

## National Secretary's Address.

We recently have had it intimated that there is nothing in common between the receiver, broker, distributor and retailer. As we see it there is much in common between these various factors and we practically are one great family. He who would say that associations are not necessary would contradict the experience of all time.

It is true some dealers say that their understanding of conditions are as good as they would care to have them, that conditions are entirely satisfactory, that such things as disputes are practically unknown to them and that altogether they do not see any need of assns. But I think it is true in the grain business as is it in every walk of life that the strong must help the weak, in order to safeguard conditions which they now believe to be so satisfactory against changes which might be detrimental to them in the future. Conceding that it is thru co-operation that these interests can best be served we naturally turn toward the manner in which they shall be conducted

## Officers for 1906-7.



Vice Pres.  
W. L. Shellabarger.

President  
E. M. Wayne.

Secretary  
S. W. Strong.

Treasurer  
H. I. Baldwin.



for the greatest good and at the least cost.

We have the local ass'n which is practically indispensable for dealing with local conditions. Then we have the state ass'n which takes up many local and state matters. Then we have the chambers of commerce and grain exchanges which have for their purpose the regulation of conditions as they find them in their market. Then we have the Grain Dealers National Ass'n that ass'n with which you will find representative of each of the factors we have previously named.

I would like to ask if it has not occurred to you that perhaps the responsibility of the National Ass'n is somewhat greater than either of those previously mentioned. By reason of its being composed of representatives of the other ass'ns and exchanges, its principles must be broad. It must protect the small as well as the large or the small would withdraw from its ranks. It must have a high regard for the rights of every section and it must have the support of all in order to conduct an effective and efficient administration. The question follows as how to bring all these classes together. In my humble opinion this discussion should be more as to how this federation shall be conducted than as to whether or not it shall be conducted at all. Some objectors to the present plan of affiliation say that the National Ass'n, in conducting its affairs is likely to infringe upon the rights of the state ass'ns upon its continuation of the principle of affiliated membership. The solution of this I think is that we can all say that right will prevail. The thing to do is to get together, decide the policy as based upon the collective judgment of those at interest and be governed by the will of the majority.

Conceding that this confederation can best be carried on under a common head not identified with any particular class, the proposition is, How shall it be best maintained? It has been said the Nat'l Ass'n should be composed of receivers and supported by them. I would like to ask why it is claimed that receivers should bear the burden of expense of the National Ass'n. If money is spent on legislation I would like to ask as to who will receive the greatest benefit, the lesser or the greater number and to him who would answer I would like to ask. Who is in the majority, the receivers or the shippers?

The same holds true of trade rules for the reason that the various exchanges have their rules which are in effect in their market, and the work of years has been to induce those Exchanges to recognize the rules which have been promulgated by the Grain Dealers Nat'l Ass'n, which primarily was and now is a shippers' ass'n.

Again it has been said that the receivers are willing to pay more into the treasury of the Nat'l Ass'n provided they may be permitted to dominate its policy. Those of you who are familiar with the conditions know that the shipper as a rule pays more to ass'n work than the receiver, for the reason that while he is paying only \$1 per capita per annum into the National treasury he also is contributing to the support of the state ass'n, whereas a majority of the receivers and terminal men who are members of the Nat'l Ass'n do not contribute to any other ass'n. Taking this view of it, we do not see how the present plan could be improved upon. If the receivers are to take part in any ass'n work at all it would seem the Nat'l Ass'n is their logical home.

The 317 direct members of the National Ass'n are distributed in 111 towns throughout the land extending from Denver in the West to Boston in the East, and from Minneapolis in the North to New Orleans in the South. If these receivers or those who are members are to take part in the ass'n at all, or have anything to do with it, they either must belong to the National Ass'n or belong to each and every one of the state ass'ns, and to the grain Exchanges in order that they may have a voice.

Under the present plan of affiliation I think the state ass'n could take care of its fixed duties as relates to its business and we think the National Ass'n could take care of its fixed duties with relation to its business and with proper representation on both sides there would be a sufficient revenue and sufficient surplus to take care of the rest of it.

I personally know of a number of terminal people who would be willing to join the National Ass'n to-morrow if the Illinois Ass'n would affiliate and that goes to show that the question of ass'n work is

not in the hands of the receivers and terminal people, as it has been said. In other words they do not care for the ass'n unless it can be a national ass'n true to the name. Of course they are willing to spend some money to perfect this ass'n but the prime object is to make it an ass'n composed of shippers, track buyers, commission men and receivers, in order that, no matter from what points you ship them grain, in case of any difference they will be able to adjust it thru the National office.

It has been asked, If the affiliated plan is so much desired, then why institute the country direct membership plan? The question can be answered. There were a great many pioneers in ass'n work, who felt that the ass'n could not be allowed to go to the dogs. They found they could not sit around and wait for reaffiliation without any country representation at all and to those who have said that the national officers did not desire federation the answer is that the constitution and by-laws have provided for that on the same old plan.

After the year's hard work we have done I feel like asking the Illinois Grain Dealers Ass'n once more to vote for affiliation with the Grain Dealers National Ass'n. (Applause.) I have talked with a number of your members and I can truthfully say, as God is my judge, that not one man has said he would not willingly pay his \$1 to carry on the work for which the ass'n was organized. Your Mr. Strong is doing his work in a very able manner and I am certain if you permit him to carry on his work in co-operation with the National Ass'n at the end of the year we will give you reason to feel proud that you once more are affiliated with it.

I want to say a few words as to how you may assist in ass'n work. Whenever a thought occurs to you relating to ass'n matters sit down and write to Secy. Strong about it. Get him to tell me what you think. Unless you do this it certainly would be unreasonable for you at the end of the year to complain of the ass'n work in all its ramifications because your views are not reflected in the results.

When you receive a communication from your Secy. do not toss it aside to read at a later time. I do not think Mr. Strong is a man who would work up hash and spend money of the ass'n just to say he sent out circulars. I would respectfully charge you to stand by this ass'n first, last and all the time. Defend it against those who would assail it and render it more effective by confining your trade as far as practicable to members of the trade governed by the same rules as you are. Solicit all reputable non-members. Try to induce them to join this ass'n and if you will do this I think you will find your annual dues will be the cheapest insurance you pay. (Great applause.)

A. G. Tyng announced that the steamer City of Peoria would leave the dock at 3 p. m. Wednesday for the excursion up the river.

Adjourned to Wednesday morning.

### Wednesday Morning Session.

Vice-pres. Wayne called the Wednesday morning session to order and announced that Pres. Hubbard had been taken suddenly ill and would be unable to attend the morning session.

Secy. Strong read the following Secretary's report, which was adopted:

### Secretary's Report.

The membership of the Illinois Grain Dealers Ass'n is to be congratulated on this the 13th Anniversary of their organization.

Increased membership, harmony among competitors, amicable relations existing between shippers and receivers at terminal points; and the accomplishment within a few days past, of some notable measures, for which the grain dealers have struggled, and contested for, many years, gives great reason for self-congratulation. Illinois grain dealers can felicitate themselves that to their constant care and attention, in season and out of season, by judicious conduct of their demands, sometimes under grievous criticism, they have pressed their case steadily, persistently, and earnestly, believing that ultimately right would prevail, and that betterments for the trade would be the result.

**Reduced Freight Rates:** Last week the Press announced a reduction of 10 per cent on grain, and many other commodities used by the producing class, which was ordered in this State by the railroad and warehouse commissioners.

The reduction in freight rates came after a nearly three years' contest with the railroads before the railroad and warehouse commission, and in this contest the grain dealer has all the time borne his share of the work, and constantly supported the Committee who had direct charge of the case. While this brings to the grain shipper no immediate increase of profit, yet, so closely identified are the interests of the producer and the shipper, that the grain dealer cheerfully made the fight for reduced rates for the direct benefit of his friends, the producers.

So, too, in the Congressional Legislation, there seems to be no doubt that the Hepburn Bill will pass, and become law, thus putting on the railroads the burden of evidence, to show that a rate fixed by the Interstate Commerce Commission, on



Commodores Giving Mr. Woolford a Diagram of the Ship's Course.

complaint, is unjust, or a misappropriation of their property without due course of law.

**Inspection and Weights:** In the matter of inspection, and weights at many terminals, there has been in the past year much less complaint, a less number of cases to settle between the shipper and receiver, showing that the interests of all those identified in one general business have come to a more uniform method, thereby causing less friction and misunderstandings.

Indeed, rather than that there have been complaints, there have been many commendations and approvals from Illinois, of improved conditions at the terminal markets. The Secretary visited several terminal markets in the interest of Illinois shippers, with good results, and believes that it would be well for a Committee from this Ass'n to visit all the terminal markets at least once a year.

Interchange of opinions, acquaintance, had between receivers and shippers through the Local Ass'n meetings, have greatly aided business relations.

**Trade Rules:** Last year the rules adopted by the Grain Dealers National Ass'n were published in the Directory, the Board of Directors feeling that if these rules were more fully understood, there would be less friction in the business, and less violations of contracts. The result proved the wisdom of the idea.

**Arbitration:** There have been many cases adjusted through arbitration, though but few have been submitted to the Committee for their official action.

The practice of those high business principles for which the organization stands, of honest dealing with all those connected with the business, from the producer to the receiver, has created an atmosphere of fairness, fair dealing, and fair feeling throughout the State, which has vastly benefited the Trade.

The membership has loyally supported the Ass'n, both by personal efforts, and financially. The membership numbers about seven hundred in good standing, with about one hundred delinquents. Receipts for the past year were \$5,536.07; expenditures, \$4,965.43; leaving, after all bills are paid, a balance in the Treasurer's hands of \$1,179.63.

**Local Divisions:** There are twenty-five Local Divisions in the State. These Local Divisions hold monthly meetings. During the year the Secretary attended sixty-four Local meetings.

At the last Annual meeting, the Board of Directors urged a general canvass of the State by the Secretary, and personal visits to be made on dealers as far as possible. In carrying out the expressed wishes of the Board, the Secretary traveled 19,386 miles, visiting nine hundred fifty-nine dealers at their offices.

In March the Board employed an assistant, to the end that all the State might be covered. The Assistant since March 15th has traveled 4,917 miles, made four hundred and thirteen personal calls, thus making a total of thirteen hundred and seventy-two personal calls made on dealers this year, and requiring a travel of 24,303 miles. Of course, some dealers have been visited more than once, and some not at all.

Eighty-two new members have been received into the organization during the year, and seventy-five suspended members on account of non-payment of dues, have been reinstated.

There are in the State, not counting Chicago, Peoria and Cairo, 1,268 firms and individuals engaged in the grain shipping business, occupying 2,189 elevators.

Treas. Baldwin read the treasurer's report showing total receipts for the year of \$6,145.06; expenditures \$5,536.07, leaving a cash balance on hand of \$1,179.63, as against \$608.90 at the previous annual meeting June 15, 1905.

Abel Brooks for the Comite on Resolutions reported the following resolutions which were adopted without opposition:

## Report of Resolutions Comite.

### CONGRATULATIONS.

We congratulate the Grain Dealers of Illinois on the general prosperity of the Nation to which you as individuals have participated, and also are pleased that this general prosperity has been to a greater extent enjoyed by the producers.

We commend the officers of this Ass'n for the efficient and effective service dur-

ing the past year, in the conduct of the business of the Ass'n, and congratulate them on the success of their efforts.

We can congratulate all interested in grain trade, on the flattering outlook of the growing crop, which promises a prosperous year for producers and dealers.

### TRANSPORTATION COMITE.

Whereas, There has existed more or less friction between the Grain Dealers and the various Railroad companies to furnish cars, and transport the same promptly after loading, and

Whereas, We recognize that the interests of railroad companies and the shippers are largely identical, therefore be it

Resolved, That we recommend that this Association appoint a Committee consisting of the President, Secretary and three members, to be known as the Transportation Committee, to whom such matters shall be referred for investigation and action.

### CROP REPORTS.

Whereas, The Grain Dealers are in a position to collect crop information intelligently and correctly, therefore be it

Resolved, That the officers of this Ass'n be requested to formulate a plan by which crop information shall be obtained from the members of this Ass'n, and after the same is compiled and published, be distributed to the members.

### DOCKAGE FOR NATURAL SHRINKAGE.

Whereas, It has become the custom of the various railroad companies to deduct  $\frac{1}{4}$  of 1 per cent from all claims as natural shrinkage, and

Whereas, It has been demonstrated by correct and careful weighing, that the natural shrinkage is not to exceed  $\frac{1}{4}$  of 1 per cent, therefore be it

Resolved, That we, the Illinois Grain Dealers Ass'n, protest against this unwarranted and arbitrary deduction, and recommend that the officers of this Ass'n use such means as are in their power to correct this evil.

### LOSS BY DEATH.

Whereas, This Ass'n has lost by death during the past year, Elijah Walker, of Assumption, and R. G. Risser, of Kankakee, therefore be it

Resolved, That by the death of these



Illinois Shippers Who Remained for and Enjoyed the Boat Ride.



our brothers, this Ass'n has lost two valuable and efficient members; we deplore their loss, and extend our heartfelt sympathy to their bereaved families.

#### INCREASE DUES.

Whereas, The annual dues of this Ass'n have been placed at \$5.00 per year, and at that time the Ass'n was one third of its present membership, and

Whereas, The work of the Ass'n has been so extended as to require larger expenditures, therefore be it

Resolved, That the annual dues be placed at \$10.00 per year.

The following resolution was adopted with applause after some discussion:

#### AFFILIATION WITH NATIONAL ASSOCIATION.

Being intensely impressed with the absolute necessity of maintaining a National Ass'n as a medium through which to handle matters of common interest to the grain trade, be it

Resolved, That the Illinois Grain Dealers Ass'n, in convention assembled, instruct its Secretary to make application for affiliation in the Grain Dealers National Ass'n, with dues to begin July 1, 1906. Such dues to be paid to the National Ass'n, when collected.

S. S. Tanner said in discussing the above resolution: You will find that this same thing has been in force for the past three years. If I continue in this ass'n I want it understood, if the resolution carries, that the Board of Directors do not possess the power to repudiate the debts of the ass'n. We promised the National Ass'n at the Milwaukee meeting that we would continue as affiliated members and we promised them when we came home that we would pay them our back dues. The Board of Directors when they came home repudiated our debts to that Ass'n. They possessed no power except that which was delegated to them by this ass'n as a body, and if we now affiliate I want it understood, so far as I am concerned, that they will not repudiate the action taken on a vote to-day.

J. W. Radford: We fully considered that matter. What Mr. Tanner says is true. But when this \$700 was due, the ass'n did not have the money. Under the constitution of this ass'n the Board of Directors are responsible for any debts incurred by the ass'n. This ass'n could not afford to pay it. I want to say that you have voted to-day for an increase in the dues to \$10, which will provide for this extra expense.

S. S. Tanner: When it was voted to increase the dues of the membership of this ass'n from \$5 to \$8, it was understood that \$1 was to go to the National Ass'n.

A. G. Tyng: The affiliation of this ass'n with the National is a benefit to every member of the ass'n. The best thing this ass'n can do is to pass the resolution.

Mr. McFadden: I was on the Board of Directors at the time this thing took place. It seems that the Secy. of the National sued the Board of Directors for the sum of \$750. We did not know what authority he had to make the sum \$750, and not wishing to incur any further responsibility we took the action we did. As far as I am concerned I did not relish the idea of being sued. (Laughter.)

Mr. Courcier: With all due respect to the former secretary, I promise you as long as I am Secy. if the Board of Directors instruct me to sue any member of a voluntary organization such as this, I will resign.

The following resolution regarding placing the state inspection and weighing departments under civil service was read and discussed:

#### CIVIL SERVICE RULES FOR INSPECTORS AND WEIGHERS.

Whereas, At the last session of the Legislature, a law was enacted placing

the charitable institutions of the State under Civil Service, and

Whereas, This law has been in effect long enough to demonstrate that it is both efficient and beneficial to the institutions covered by it, and

Whereas, We believe that this same benefit should be extended to all the departments of the State, therefore be it

Resolved, That we, the Illinois Grain Dealers Ass'n, in convention assembled, do hereby commend the Governor and the Legislature for the enactment of this law, and we urge and request that the same be amended at the next session of the Legislature, to cover the inspection and weighing of grain, and pledge our support to such candidates for the Legislature as are favorable to the enactment of an amendment to the present Civil Service law, placing the inspection and weighing of grain under Merit or Civil Service rules.

G. L. Graham: As I understand it that resolution contemplates placing the inspection and weighing of grain in the hands of the state. I do not believe we are ready for it. At the last session of the legislature we had a bill come up to place the weighing of grain in Chicago under state supervision and this ass'n sent its secretary and President to Springfield and several others were there to oppose that bill and spent two days in working against it.

J. W. Radford: I think the gentlemen are under a misapprehension. The resolution merely refers to the functions now performed by the state of Illinois. This ass'n has gone on record at its last meeting opposing giving the weighing of grain into the hands of the state. The word "weighing" in that resolution was intended to cover E. St. Louis where the weighing is supposed to be in the hands of the state. I believe that where the weighing is in the hands of the state we should have it taken away. If civil service is good for the charitable institutions, it is good for the inspection of grain.

S. S. Tanner: I am opposed to the resolution from beginning to end. For my part I believe the civil service law has not been in force long enough to test its efficiency. Consequently I do not think that we should recommend civil service to the Chicago inspection or weighing

departments. I believe in merit. I believe the inspection department at Chicago has reached its present efficiency thru the battlings of the Chicago Board of Trade and the Illinois Grain Dealers Ass'n and not thru civil service. Gentlemen, I believe in merit but I do not believe in civil service as conducted by the party to which I now subscribe, especially as it pertains to my business. I am willing that charitable institutions should be under civil service, but I am not willing to endorse anything in the way of civil service as far as it pertains to the inspection or weighing departments of our grain. I feel that the resolution is a mistake and I move you that that resolution be laid on the table.

Carried.

The Auditing Comite reported the books of the Treasurer correct and the report was adopted.

C. C. Miles: Prior to June 1 the system of weighing in Peoria was such that the men who did the weighing were more or less under the influence of the men for whom they were doing the weighing. We made up our minds to keep in line with other progressive markets of the country. I am not going into particulars. You have heard all about it already. We have men appointed and paid by the Board of Trade stationed at every elevator and industry in the city. They watch the weighing always. They look after the condition of cars upon arrival and we keep a careful record of everything.

Just to show you one reason why you have some cause for complaint I took some figures from the records for the past few days. Out of 502 cars examined by our weighers, 97 were leaking in one place or another and that does not include 90 cars which arrived without seals. So you see the cars are tampered with after they leave you and that accounts in some cases for the shortage. We want to assure you that the people of Peoria engaged in the grain trade are trying to give you the best service possible, not only in the handling of your grain, but from the time

#### The Toledo Delegation.



E. H. Culver; W. B. Foresman; J. M. Coup; W. W. Cummings; C. Knox.

it leaves you to the time you get your money. We have a rule that would expel a member for uncommercial conduct and we have not used that rule for so long a time that we have almost forgotten about it.

E. C. Chester of Champaign spoke briefly on the necessity of grain dealers encouraging farmers to raise better corn.

E. Beggs reported as follows for the Comite on Nominations:

For pres: E. M. Wayne, Delavan; Vice-pres: W. L. Shellabarger, Decatur; Tres: H. I. Baldwin, Decatur.

Directors for two years: C. E. Collins, Garrett; Geo. C. Dunaway, Utica; J. L. Brainard, Springfield.

The report of the Comite on Nominations was unanimously adopted and the officers declared elected.

J. F. Courcier: Personally, and on behalf of the Nat'l Ass'n I want to thank the members of the Illinois Ass'n for voting to reaffiliate with the National.

Adjourned.

## The Boat Ride.

After the adjournment of the meeting about 300 dealers, some of them accompanied by their wives, and invited guests, boarded the large steamer City of Peoria and Barge Pearl and at 3 o'clock the steamer started up the Illinois River pushing the barge in front of her, Spencer's brass band of twenty pieces meanwhile rendering popular airs. It was a delightful ride up the river to Chillicothe along banks noted for their beautiful scenery and historic interest.

On the way up the river Pres. Wayne called the dealers to order and J. W. Radford moved the adoption of the following resolution:

## VOTE OF THANKS.

I move that a vote of thanks be extended to the City of Peoria, the Peoria Board of Trade, and especially Messrs. Tyng, Roberts, Van Tassel, C. C. Miles and T. A. Grier, for their splendid hospitality and the courtesies extended to this Ass'n as evidenced by the entertainment we are now enjoying.

The resolution was adopted amid hearty applause.

Three hearty cheers and a tiger for Peoria followed. The boat stopped long enuf at Chillicothe to let one dealer off to catch a train.

The real fun took place on the return trip. With the boat headed down stream a generous buffet luncheon was partaken of. After a number of waltzes and quadrilles the dealers were treated to a genuine old Virginia Reel, and some of the amateur comedians during the execution of this original American dance, kept the onlookers in ecstasies of delight.

S. Warner entertained on the piano and everybody sang all the songs ever written from "The Suwanee River" to the latest popular airs.

"Uncle Jaké" Woolford was the only one who could beat the Wheel of Fortune every time.

B. A. Boyd entertained with his sleight of hand, assisted by W. B. Foresman, who outdid the old-time circus crier in announcing "the next and the greatest number on the program."

The boat returned to the city shortly before 9 o'clock. Before dispersing more cheers were given for the Peoria dealers who had proven themselves such capital hosts.

## Convention Notes.

The Chicago Insp. Dept. was represented by A. W. Lloyd.

New Orleans was represented by W. L. Richeson, Chief Grain Insp.

Baltimore was represented by D. Yulee Huyett of Thos. H. Botts & Co.

Two dealers came from Des Moines, Ia., E. D. Hamlin and W. F. Morgan.

J. M. Coup lost his new Dunlap. Mike Vehon lost his straw and Jimmie Connor lost his voice.

The Board of Directors met after the convention and re-elected Secy. Strong for another year.

Unfortunately Pres. Hubbard was kept away from the second day's meeting and festivities by illness.

J. C. King found a certified check for \$3,419, but immediately hunted up the payee and returned it.

The Chicago Weighing Department was represented by: H. A. Foss, A. E. Schuyler and J. A. Schmitz.

The Millers National Ins. Co. established headquarters at the Niagara Hotel, with H. Stanbery in charge.

Nashville was represented by F. C. Cowan, H. H. Hughes of Hughes Warehouse & Eltr. Co., and W. R. Tate.

The thirteenth annual meeting held on the thirteenth of the month was indeed a lucky one, both for the state ass'n and the National.

Bloomington dealers are in earnest. They want the next meeting and do not propose to rest until the ass'n decides to meet there.

The Invincible Grain Cleaner had a model of a needle screen gravity separator on exhibition. Geo. J. Noth represented the company.

The following ladies attended the con-



Part of Chicago's Delegation Steaming up the Illinois River.



vention: Mesdames Dunaway, Hazenwinkle, Shellabarger, Stevers, Strong, Tanner and Vehon, also Miss Warren.

The Grain Dealers N. M. Fire Ins. Co. distributed appropriate stick pins and adjustable pencils and erasers. H. Hemmelgarn & Co. distributed lead pencils.

Indiana was represented by H. C. Clark, Lebanon; W. B. Foresman and E. B. Jamison, rep. Crabbs-Reynolds-Taylor Co.; B. A. Boyd and Joe. T. Gehring, Indianapolis.

The Toledo delegation included J. M. Coup, rep. W. A. Rundell & Co.; E. H. Culver, Chief Insp.; W. W. Cummings, The J. J. Coon Grain Co., C. Knox, Reynolds Bros.

Bert Boyd's penny-in-the-slot, automatic self-registering weighing device separated a number of suckers from their pennies and pronounced in positive terms that each was "Just one cent lighter."

St. Louis was represented by C. Bermet, J. Connor of Connor Bros. & Co., F. Einstman, Jr., G. L. Graham, C. W. McClellan, W. B. Murray, rep. D. P. Byrne & Co., W. J. Rae, A. Samuel.

The Fire Insurance fraternity was represented by: J. Fitzgerald and J. C. King, Grain Dealers Mutual Fire Ins. Co.; H. Stanberry, Millers National, and Lee Blakemore, Elevator Underwriters, Kansas City.

Representatives of the Van Tassel Grain Co. stood at the gang plank and presented each guest entering the boat with a carnation attached to a little card bearing the inscription, "Compliments of Van Tassel Grain Co."

The official badge consisted of a red button containing the initials "I. G. D. A." in white. The St. Louis delegation wore elaborate blue silk badges surmounted by a large brass model of St. Louis on horseback.

Bloomington was out in earnest for the next convention, and decorated dealers with cards bearing the inscription, "Bloomington, The 'Evergreen City,' 1907." The reverse side of this card contained a list of 16 dealers having headquarters at Bloomington.

Cincinnati was represented by: J. C. Fallis, rep. The Southern Grain Co.; F. E. Fleming, rep. Ellis & Fleming; E. A. Fitzgerald, rep. Cincinnati Grain Co.; A. C. Gale, The Gale Bros. Co.; W. R. McQuillan, C. E. Nippert, Union, Grain & Hay Co.; Lyman Perin, Jr.

W. H. Lake & Co. held open house on the parlor floor of the Fey Hotel. The room was handsomely decorated with flags and flowers. Cigars and refreshments were served to visitors, who were also decorated with boutonnières. J. D. Stacy and L. S. Hoyt did the honors.

H. Hemmelgarn & Co. kept open house in the Fey Hotel. Their headquarters were handsomely decorated, a large American flag adorning the wall of the room in which W. M. Hirschy and Oscar White entertained friends and supplied cigars to burn and pencils to write with.

The house selected for headquarters was unable to accommodate the large number who attended. Some went to the Niagara, a few to the Lud, but most of those not stopping at the headquarters stopped at the National, which has recently been purchased by Dick Townsend and completely overhauled and remodeled.

J. T. Baucum, rep. Appleton Car Mover Co., had an exhibit of car movers. Richardson Scale Co. exhibited a model of their automatic weigher. Willard B.

Smith was in charge of the exhibit. J. B. Detweiler was in charge of an exhibit of the American Grain Meter and of the Foss Gas Engine. Other machinery men in attendance were H. P. Harpstrite, rep. Maroa Mfg. Co.; Geo. Beyer, McLeod Automatic Scale Co.; B. Tucker, rep. Fairbanks, Morse & Co.; L. D. White, rep. Beall Improvements Co.; Rayner Field, W. L. Penny, and A. A. Croft.

Chicago firms were represented by the following: W. H. Axtater, Armour Grain Co.; C. P. Cline, Bartlett, Frazier & Carrington; F. Bunch and Robt. Grant, rep. Rumsey & Co.; W. M. Christie, rep. J. H. Dole & Co.; Gordon Hannah; J. Howard; W. M. Hirschy and Oscar White, rep. H. Hemmelgarn & Co.; E. M. Combs, rep. J. C. Schaffer & Co.; F. E. Gulick, ReQua Bros.; L. S. Hoyt and J. D. Stacy, rep. W. H. Lake & Co.; C. G. McClintock, rep. W. P. Anderson & Co.; F. A. Miller, rep. Thos. Bennett & Co.; H. H. Newell, rep. Rogers Grain Co.; J. W. Radford; A. R. Sawers and H. Smith, rep. A. R. Sawers; F. D. Stevers and M. L. Vehon, rep. Rosenbaum Bros.; Wm. S. Thayer, rep. W. A. Fraser Co.; W. M. Timberlake; S. H. Warner; J. A. Waring, rep. Wright, Bogert & Co.; A. E. Wood.

The following Illinois shippers were in attendance: T. Abrams, Tuscola; John Adkin, Prentice; J. H. Ashbaugh, Dunlap; H. I. Baldwin, Decatur; G. W. Banks, Irene; W. F. Banta, Ridge Farm; E. Beggs, Ashland; W. F. Bishopp, Sheldon; J. H. Bishop, Bishop; A. M. Blythe, Gays; W. H. Boies, Girdley; E. C. Boyer, Tampico; A. Brooks, Bloomington; J. M. and M. C. Camp, Bement; O. H. Cannon, Decatur; J. Q. Carter, Deland; W. D. Castle, Girdley; G. Christopher, Dunlap; E. D. Churchill, Chenoa; D. Claudon, Meadows; P. B. Colwell, LaFayette; W. H. Council, Williamsville; R. C. Cox, Sherman; A. L. Current, St. Joseph; J. M. Current, Homer; O. M. Davison, Minonk; J. M. DeBeld, El Paso; H. L. Deppe, Meredosia; Geo. C. Dunaway, Utica; G. S. Cole, Galesburg; A. S. Ellison, Industry; J. P. Faris, Decatur; P. A. Felter, Eureka; A. W. Ford, Scottsburg; Geo. E. Ford, Illiopolis; Smith Fuller, Fullerton; S. P. C. Garst, Dwight; A. Gibbons, Dwight; J. J. Hadley, Osco; T. D. Hanson, Willow Grove; S. Hastings, Cairo; J. H. Hamilton, Bullardsville; J. E. Hawthorne, Bloomington; Mr. Hazenwinkle, Bloomington; F. Hettinger, Harmon; E. W. Hight, Assumption; H. A. Hillmer, Freeport; C. W. Hines, Dunlap; G. H. Hubbard, Mt. Pulaski; F. I. Hubbard, Lincoln; C. E. Jeter, Plano; L. J. Jeter, Yorkville; J. M. Jones, Dewey; B. J. Kaufman, Cruger; J. M. Kearby, Elwood; T. E. Kelly, Mazon; E. Keller, Fairbury; H. N. Knight, Monticello; H. B. Lacharite, Assumption; G. C. and B. H. McFadden, Havana; J. M. Maguire, Campus; L. G. Metcalf, Illiopolis; M. L. Merritt, Dwight; W. H. Mettler, Tiskilwa; G. S. Miller, Monee; Geo. D. Montelius, Piper City; Wm. Moschel, Morton; J. M. and C. N. Mullin, Seymour; S. S. Nieman, Warrensburg; Thos. Ogden, Dewey; Patrick W. O'Brien, Morris; B. and T. H. Pletsch, Parnell; John Pemberton, Forest City; J. W. Pratt, Parnell; C. J. Porter, De Land; John W. Prather, Williamsville; J. W. Puett, Bloomington; R. J. Railsback, Hopedale; F. J. Rapp, San Jose; Wm. Ritchie, Warrensburg; W. J. Rodman, Moweaqua; J. C. Rowe, Hayes; T. Ryan, Lincoln; C. W. Savage, Virginia; H. L. Schmutz, Tremont; J. Schrepper, Metamora; J. Sherry, Flanagan; W. L. Shellabarger, Decatur; A. W.

Shepard, El Paso; J. A. Simpson, Jr.; Woodford; J. Simpson, Minonk; W. Simson, Kentland; G. W. Skinner, Hudson; G. H. Spanagel, Garrett; R. L. Stanfield, Edgar; J. B. Stone, Mattoon; E. S. Summers, Kappa; M. L. R. Tankersly, Champaign; S. S. Tanner, Minier; C. E. Tiedemann, O'Fallon; V. P. Turner, Pekin; E. F. and O. H. Unland, Pekin; E. D. Vorhes, Dwight; W. E. Walker, Decatur; G. W. Walker, Gibson City; C. H. Wade, Paris; I. N. Walker, St. Joseph; E. M. Wayne, Delavan; V. D. Webster, Lodge; W. M. Webster, Upper Grove; S. H. Wilkins, Pierson; J. P. Woolford, Dalton.

## Echoes of the National Meeting.

It was a harmonious, all-together pull for the benefit of the entire trade.

On Monday the Board of Trade was closed, so Chicago dealers attended in large numbers.

Dealers who were so fortunate as to attend the banquet are already booked for the next meeting.

A number of ladies were in attendance, including the Mesdames Blazer, Clark, Cowgill, Crabbs, Geidel, Grimes, Patterson, Sheldon, Taylor and Miss Crabbs.

The Richardson Automatic Scale Co. established headquarters at the Auditorium Hotel and devoted one room to an exhibit of a model of the Richardson Automatic Scale.

Samples of "Missouri Meerschaum Cob Corn," huge ears tied with blue ribbon and suspended from a large placard, illustrated with two corn-cob pipes and stating where the corn was grown, were exhibited by Picker & Beardsley.

By holding the next meeting in St. Louis the National will get in close touch with Southeastern buyers and place itself in position to be of greater help to them and the shippers of the West and Southwest.

The next annual meeting should be held at a time which will not conflict with the numerous state and local meetings, then will more shippers be in attendance. Where meetings occur so near the same time few shippers can be induced to attend both.

St. Louis and Minneapolis were both after the next annual meeting, but St. Louis made the greater effort and deeper impression. Inasmuch as Minneapolis has had one meeting of the National, but St. Louis has had none, the sentiment of the trade seems to be in favor of the Missouri metropolis.

The St. Louis headquarters were on the meeting hall floor near the elevator and were the Mecca of many dealers. Located on the east side of the hotel visitors were afforded an excellent view of Lake Michigan, and there were easy chairs and couches where weary ones could rest. In one of the rooms two darkies were kept busy serving delicious punch from a huge bowl, or Old Crow or the amber colored beverage, to suit the taste of he who suffered from the heat. A bountiful supply of cigars was also provided.

## In the Hotel Corridor.

J. W. McCord [addressing lady]: Is it not nearly time to don your glad rags, Mrs. C.

Strange Lady: Sir! You are not addressing Mrs. C.

Secretary McCord with bows and apologies quickly makes his escape to the lake front in hope of seeing the explosion.

## The Southwest.

BY W. C. GOFFE, KANSAS CITY, MO.

What cannot be said of it?—its very immensity is such that the enumeration of grain statistics and other subjects of its material welfare, in the space of a brief article cannot be but barely touched upon.

That is known as the first Southwest territory was organized in 1790, it comprised all the territory ceded by North Carolina (now Tennessee) and the narrow strip ceded by South Carolina. In 1860 the frontier was a line just west of Missouri and Iowa north and south, all the rest was the "Great American Desert." To-day when we speak of the Southwest we are like the political leaders on the eve of an election—we claim everything. It may be said to mean Missouri, Arkansas, Nebraska, Indian and Oklahoma territories, Texas, Arizona and New Mexico and perhaps Colorado. While Nebraska and Colorado are geographically western states, still so much of their grain and so much of their business is transacted in, and comes to Southwestern markets, that they should be properly included. This means an area of over 600,000 square miles, containing a population of about 14,000,000 people; a territory embracing an agricultural region that cannot be surpassed and scarcely equaled in the whole world.

The states of Kansas, Missouri, Nebraska, Colorado, Texas and Oklahoma and Indian Territory produced last year 184,265,000 bushels of wheat, or over 26 per cent of the total crop, which was computed last year to be about 700,000,000. It produced 937,616,000 bushels of corn, or over one-third of the total crop for the United States. Also 152,000,000 bushels of oats. The state of Kansas in ten years has produced 636,000,000 bushels of wheat more than the U. S. yearly crop with one or two exceptions.

The two great terminal markets of this vast domain are Kansas City and St. Louis. The combined receipts of these two markets show a vast increase in the past ten years.

The grain territory of St. Louis and Kansas City differs in some respects so I shall only speak of that portion of it which is at times tributary to both markets, meaning the states of Kansas, Nebraska and I wish I might add the State of Oklahoma. Taking Kansas for an example, which Bancroft has styled the "Miracle of the age," we will look at conditions with respect to the changes which have been taking place of recent years, and what is true of Kansas obtains in more or less degree to the balance of this territory.

My activities in the grain business go back to about 1891, at which time country elevators were few and scattered; now they number between 800 and 850 in Kansas. Mills of any capacity were located only at some of the principal junction points, the balance being small ones; now Kansas has 325 and the number constantly increasing. Dealers had no ass'ns to lean on, and many were irresponsible and weak. If ass'ns have done anything at all they have improved the makeup of the dealer; it has brought him to a better understanding of his business obligations and his relations to the trade in general.

The movement of wheat was generally heavy early in the season owing to lack of facilities and financial inability of the farmers to hold it; it therefore found its way eastward through the Missouri River gateways to Chicago for storage or distribution. The stimulus given to the gulf ports of New Orleans and Galveston by the railroads, for instance, in the building of terminal elevators, in the readjustment of rates, gradually took a large percentage of the export grain through these channels at the expense of the terminal market and the Atlantic seaboard. A very recent illustration of this may be called to mind when a few years ago the export of millions of bushels of oats was accomplished from Minneapolis and the Northwest through the port of New Orleans to Europe. The export trade of the two ports mentioned may be noticed in the increase. For the period from 1884 to 1888 the gulf ports exported a little over 2 per cent of all the wheat exported. From 1890 to 1903 22½ per cent; for the year 1904 55 per cent, of which amount Galveston shows the largest increase, viz: over 16 per cent.

For the same period from 1884 to 1888 they exported 15 per cent of the corn. This percentage has not shown much increase in recent years with the exception of certain seasons when conditions were in their favor. Galveston shows greatest increase in the matter of corn exports,

being 4,851,000 in 1886 and 11,299,000 to date this year. The largest exports of corn from New Orleans were 1889 and 1900 when they amounted to over 27,000,000, and wheat the season of 1900 and 1901 amounting to 19,755,000. The feature of the gulf trade can best be summed up in the statement that in the wheat trade the Atlantic ports declined from 59 per cent of the total exports from 1884 to 1888, to 20 per cent in 1904, whereas, the corn ratio varied but little as shown above.

The interior milling capacity has grown as shown above and to-day the grinding capacity of Kansas mills is about 45,000 barrels daily with an annual output of about 9,000,000 barrels or consuming capacity of 40,000,000 bushels of wheat. Last year they consumed about 34,000,000 bush-



L. A. Morey, New York, N. Y.  
Director Grain Dealers Nat'l Ass'n.

els. In other words, considerably more than the State of Kansas had raised in numerous years prior to 1900, and they are still being invested and built to such an extent that it will be remarkable if this industry does not suffer a setback sooner or later.

Feeding: The large increase in the feeding of cattle and hogs has taken what was formerly a large surplus of corn and to-day it goes into the steer and the hog, and whereas the Baltimore and other seaboard exporters a few years ago were able to buy thousands of cars of corn during the winter season are now only able to get an occasional inning, and it does not last long. The farmer is prosperous and able to hold. On a recent trip which I made across the State of Kansas on the Rock Island Road, we found all the way from a third to half of the corn crop back in the farmer's hands, while 40c in the country was freely bid and it bought nothing.

Line Companies: The great increase in country elevator investments by large firms controlling many stations, gradually absorbing the independent dealer, takes a large percent of the marketable grain and is exported by them or marketed direct.

The great increase of farm wealth has made the farmer more independent and he now co-operates with his neighbor and builds elevators and markets his own grain. This leads to the rather startling fact that the surplus of marketable grain that formerly was the commodity that furnished business for the grain trade at large from the dealer on down to the exporter is gradually contracting in its business furnishing possibilities to the consumer that formerly found its way to market from the farmer to the dealer, from the dealer to the terminal buyer or commission merchants is apparently contracting into narrower channels, as in the manufacturing business, many of whom advertise "from the factory to the consumer." The farmer markets his own grain in increasing proportions yearly. The mills grind in increasing proportion yearly and the line elevators take a heavier percentage of the grain.

The independent dealer in decreasing numbers, finds prices made or dominated by powerful interests with whom he has to work in accord, often being restricted in

breadth of markets, so that we are almost forced to acknowledge that the markets do not present the wide, free competitive buying that formerly existed. And yet to-day in spite of all this the terminal markets without exception are better than they ever were, facilities are better, grain is handled quicker, and the general moral and financial standing of the business firms and individuals is better than ever before.

Returning again to Kansas and Kansas City, and I hope I may be pardoned if I emphasize Kansas City, but I know more about it than our sister city, St. Louis, and in support of the above observations will call attention to the fact that in 1896 and 1897 Kansas, Nebraska and Oklahoma produced 138,626,000 bushels of wheat. The receipts at Kansas City for this period equaled 35 per cent. In the past five years of the production of wheat in this territory Kansas City has handled but 23 per cent. In 1890 Chicago received 1,248,000 bushels of wheat. The same year St. Louis received 11,730,000 bushels, Kansas City received 5,797,000. In 1905 Chicago received 27,000,000, St. Louis 21,000,000 and Kansas City 40,000,000. Thus you will observe that fifteen years ago Chicago was the wheat center. Through the advance westward of market values it will be observed that the receipts at western markets have increased at Chicago's expense in the matter of wheat, and just so to-day the relative conditions as to Kansas City and St. Louis are developing. All this past season wheat had been worth more generally speaking, milling wheat especially, at interior Kansas points, than it was worth in Kansas City. And yet coupled with this condition is the fact that Kansas City is a growing milling center, having to-day a total capacity of 13,500 barrels of flour daily, St. Louis about 6,000.

And the same thing is true as we have shown above in regard to corn. Interior banks are full of money, in fact, the recent bank statement of the Kansas bank commissioner showed something like \$89 per capita to every man, woman and child in the State. Naturally under these conditions you can readily believe the remark that a gentleman made to me a few days ago when he said that the farmer was naturally a bull and when he happened to meet a banker on the street and asked his views on corn or wheat, the banker says, "Why certainly it is going higher, by the way—if you want any money, let me know."

The condition which I have tried to outline above would seem to hold rather a gloomy prospect for the future so far as the value of the terminal market is concerned. Instead of being the "reservoir" into which the former surplus used to flow it is now tending simply to be the "catch basin" while the grain markets itself in other and more profitable directions. In other words, the terminal market must compete by offering attractive conditions in the shape of handling the grain as cheaply as possible in matter of terminal charges and yet under a fair compensation.

A factor which has grown up within the last four or five years tending very largely to the improvement of the Southwestern markets has been the supervision of weights by the Board of Trade and Merchants Exchange, so that to-day in place of the old system when the weighing was done partly by the state at profitable fee, elevators and the balance under no jurisdiction at all, we have finely equipped bureaus whose duty it is to see that absolutely correct weights are rendered in both of these markets. This system extends to all places where grain is unloaded and weighed. This naturally has caused some opposition from the shippers and efforts have been made to take full advantage of the law by extending its supervision and on an increased fee basis. The feeling in both markets is that the exchanges have proved their ability to do this business correctly, that state weighing is unnecessary and a needless expense, and in view of the fact that the resolution offered May 15 at the Des Moines meeting regarding supervision of weights at terminals seems to fit the case, it might be well to suggest this resolution be adopted by this convention. (This resolution was published in Grain Dealers Journal May 15, page 597, last column.)

The Southwest will continue to shower its golden stream of wealth to the world's market, but dealers, elevator men, mills and commission merchants must work together to make its handling smooth, and work for such regulations as will establish confidence and integrity and yet furnish a compensation commensurate with the intelligence, risk and capital employed.





floor in batteries near each receiving leg, so that only one car pit gate can be opened at a time, preventing any possibility of mixing car loads.

Vessels are loaded from 8 shipping bins thru 8 marine shipping spouts.

The bin walls are 6 in. thick reinforced with steel rods and bars embedded. Cement composes the hopped bottoms of the bins, pits, floors and piers. The concrete is composed of 1 part of Portland cement, 3 parts of sharp sand and 6 parts of crushed stone or gravel. The cupola is steel framed, its walls of corrugated galvanized iron, the roof of 3-in. book tile covered with 4-ply felt, tar and gravel. Window frames and sashes are of galvanized steel. The conveyor bridges are of steel and tile.

The tower at one end of the building contains the power transmission, spiral stairway and passenger lift.

The equipment is planned to include 14 1,600-bu. scales, 16 large warehouse separators, 6 flaxseed cleaners, 2 automatic car shovels, 3 drum car pullers, a screw conveyor for screenings, steel spouting, dust collectors and exhaust sweepers.

The Russian press reports that 24 provinces, comprising 138 districts, with a population of 25,000,000, are suffering from harvest failure.

After the resignation of Burton from the U. S. Senate the governor of Kansas tendered the office to F. D. Coburn, the efficient and popular secy. of the state dept. of agri., who, however, declined the honor.

## Cobs

The Keep Commission, which has been investigating the departments at Washington, recently made its report condemning the dept. of agri. and upholding the census crop reports.

Wheat exports from Russia and the Black Sea for the 10 months prior to June 1 have been 204,600,000 bus.; compared with 190,400,000 bus. for the corresponding months of 1904-5.

Corn grown at Frazee in the northern part of Minnesota took bronze medals at the St. Louis Fair, and the demonstration that corn will succeed so far north has been followed by an increased acreage.

Members of the Society of Equity at Boonville, Ind., who have been holding their wheat for 90 cents, have become discouraged and are selling at 75 to 83 cents per bu. Evidently they need another Hold-your-wheat circular to get the coveted price.

John W. Yerkes, commissioner of Internal Revenue, has been directed by Pres. Roosevelt to go to Europe to study the systems of denaturing alcohol preparatory to making rules for the denatured alcohol industry which is to begin in the United States Jan. 1.

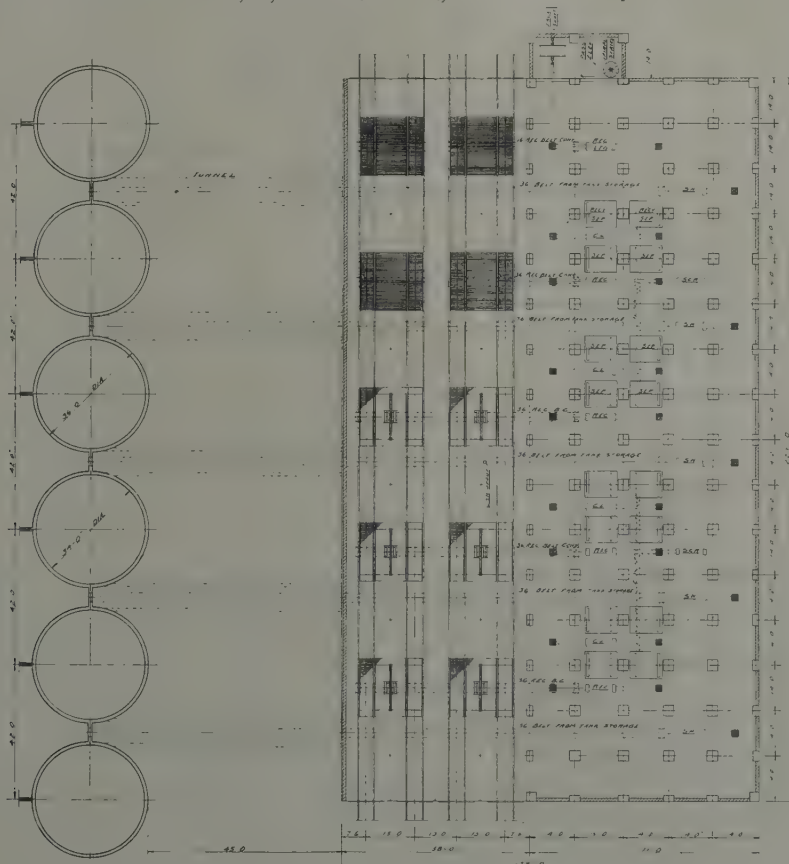
The world's supply of nitrate of soda for years has been drawn from the province of Tarapaca, Chile. Fears of a shortage in this valuable fertilizer have been allayed by the recent discovery of 80,000,000 tons of caliche, the raw mate-

rial from which it is made, in adjoining provinces.

The new grain elevator at Port San Martin, near Rosario, Argentina, has nearly been completed. Grain arriving from the country on cars is run into the elevator over two railway tracks and the sacks placed on belts by men. The storage capacity is 16,000 tons, and the plant is fireproof.

National inspection of export grain is authorized in an amendment to the agri. appropriations bill as passed by the senate. The secy. of agri. is to establish laboratories to examine and report on the nature, condition and quality of any consignment, and the data collected are to be made the basis of definite grades to be determined by the secy. The dept. contemplates establishing inspection laboratories at Boston, New Orleans and San Francisco.

The U. S. Supreme Court affirmed the decision of the U. S. Circuit Court in the case of Senator Ralph Burton, of Kansas, who was sentenced to serve 9 months in jail and pay fines amounting to \$2,500 for accepting a fee of \$500 a month for 5 months from the Rialto Grain & Securities Co., of St. Louis, for services rendered in an effort to prevent issuance of an order by the Postoffice Department closing the mails to the company. The Supreme Court has allowed 60 days to file motion for rehearing, but as the Court adjourned May 28 the motion for a rehearing can not be made until Oct. 1, when the next term of court opens.



Foundation Plan of Large Steel and Concrete Working House. For Longitudinal Sectional View See page 746.



## Seeds

Huntingburg, Ind.—Clover and grass are very short crops.—Louis Katterhenry.

Kilbourn, Wis.—Some of the old clover seeding has been killed.—H. D. Corning.

The clover seed crop in southern Indiana is said to be short on account of dry weather.

C. A. Kipp & Co. have reports that the timothy seed crop is almost a failure in southern Iowa and northern Missouri.

The seed division of the Dominion Dept. of Agri. has arranged a number of special field meetings in Ontario in the interest of the production of good seeds.

In the suit of Chas. Larson against the St. John Grain Co. at Windom, Minn., for damages for alleged breach of warranty of seed wheat judgment was given for defendant.

Portage, Wis.—Two-year old clover is badly frozen out, but one-year old seeding is good. A very large acreage sown this spring and a good stand is reported.—I. W. York & Co.

In the suit of Geo. M. Dewep against the Peck Hardware Co. to recover damages for the sale of alleged impure alfalfa see a jury in the county court at Canandaigua, N. Y., on June 14 awarded plaintiff \$377 and costs.

The condition of clover meadows is reported to have been 84 per cent on June 1. Much of the acreage of old clover has been plowed and put in other crops. Alfalfa as a crop is almost entirely killed.—John M. True, secy. Wisconsin Dept. of Agri.

Clover, both old and young, has suffered for lack of moisture, and the condition is reported low, being 72 for old and 66 for young on June 1. The condition of alfalfa was 89 and the number of acres 3,830.—Hubert Vreeland, Kentucky Commissioner of Agriculture.

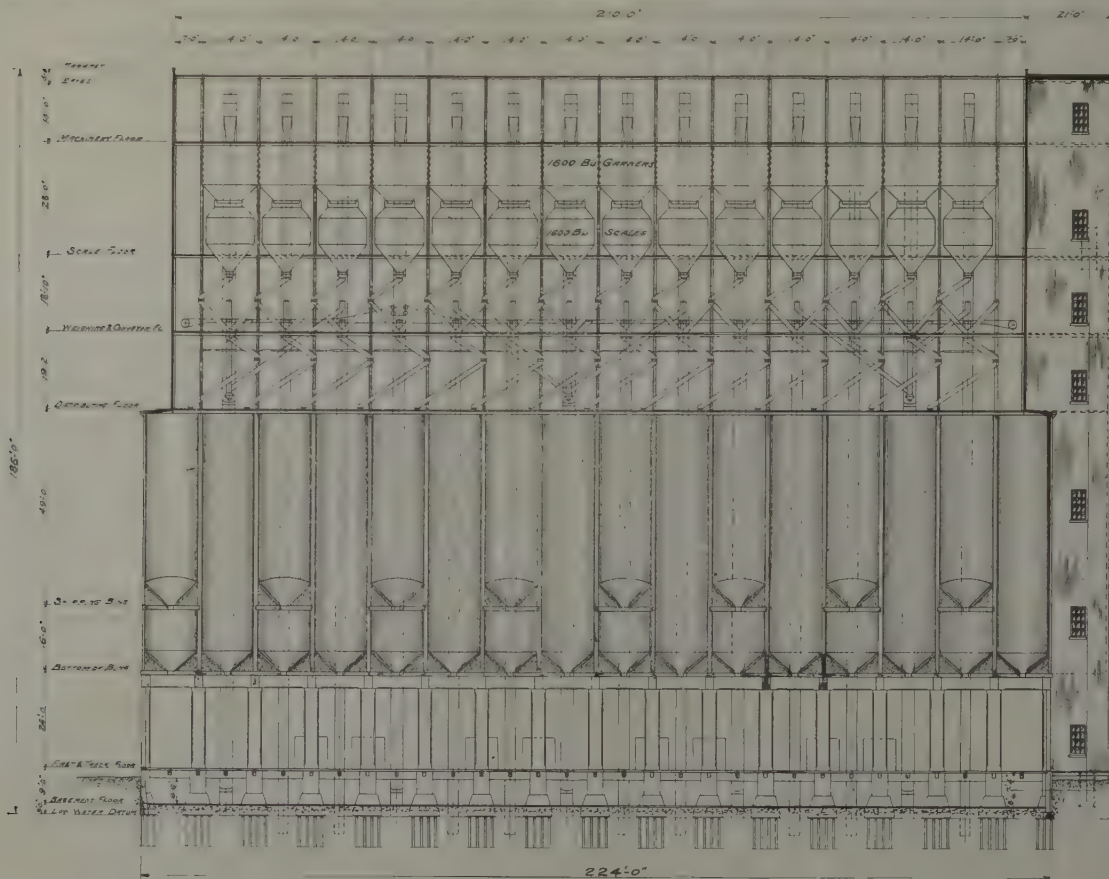
Timothy seed for future delivery at Chicago has recently made a sharp advance. The high point was \$4.50 for the September option June 13. This is a rise of 65¢ per 100 lbs. in three days. A small reaction has followed. A year ago the same future was selling around \$3.20. Cash seed also is in better demand.

Exports of seeds for the 10 months prior to May 1 as reported by O. P. Austin, chief of the bureau of statistics, included 2,225,000 lbs. clover seed, 10,453,600 lbs. timothy seed, other grass seeds valued at \$212,800 and 2,282,000 bus. flaxseed; compared with 10,590,000 lbs. clover seed, 14,783,500 lbs. timothy seed, other grass seed valued at \$272,000 and 1,287 bus. flaxseed for the corresponding period of 1904-5. Exports of clover seed for April were only one-fifth of the quantity exported during that month a year ago.

Clover suffered from lack of protection of snow during the winter, and much of the crop was heaved, resulting in considerable loss. Low-lying spots were also badly winter killed, and some had to be plowed up. Old fields showed most injury, the young clover coming through in remarkably good form. Notwithstanding the many complaints of poor fields, there are nearly as many favorable accounts of a splendid showing. In fact, the two winter crops of clover and fall wheat never have called forth more varied reports as to prospects, correspondents in the same localities widely differing as to the condition of both.—Ontario Dept. of Agri.

Adulteration of red clover seed is discussed in Circular No. 18 issued May 19 by James Wilson, secy. of the Dept. of Agri. In carrying out the act of congress 521 samples of seed of red clover were obtained in the open market and examined. Of these, 116 samples were found to contain seed of the destructive parasitic plant dodder, and 5 samples were found to be adulterated with seed of yellow trefoil. Yellow trefoil is not used as a forage plant in the United States, but the seed is imported from Europe at about 5 cents per pound for use as an adulterant of red clover and alfalfa seed. The circular gives the names of five obscure seed dealers who had sold adulterated clover seed.

The Anderson Seed Co., of Spokane,



Longitudinal Sectional View of Large Concrete and Steel Working House. [For Description See page 744.]

Wash., will remove from its present quarters to 513 Sprague av.

Clover seed is quoted at very high prices in the interior of Alberta, Canada, where little is grown. The growing of clover seed should be profitable in this province.

The clover seed market at Toledo is 15 cents higher from the recent lower point of a week ago. This advance in the face of precipitation of needed moisture is inexplicable, unless it is taken for granted that the acreage is not in sight. Clover seed plants have been suffering for the want of rain almost the entire month, especially farther to the south part of the state, and prices were firm, and now that the needed rains have come during the past couple weeks, it would seem that the condition of the crop would be so improved as to cause a decline in the prices of seed instead of advancing, as is the case. It is conservatively believed that the winter damage is far more extensive than reported, and that the real news will indicate considerably less acreage than was sown.—H. D.

The National Agri. Press League recently adopted resolutions opposing "the government distribution of free seeds, except so far as it is necessary for experimental purposes in the introduction of new, rare, and valuable seeds within the meaning of the original act authorizing seed distribution. The distribution of ordinary field, vegetable, and garden seeds as a gift from the government is a degeneration from the original purpose, and is not approved in principle or practice by self-respecting farmers or farmers' associations throughout the country, and there is no more to be said in favor of government seed distribution to farmers or any other class of citizens of free beef, free sugar, or free flour at the expense of the taxpayers of the country."

An English seed dealer writes C. A. King & Co.: The clover seed season came to an abrupt finish here early this month with a fair quantity of English red clover over, mostly brown inferior seed. Germany, Russia and France also carry fair, but not excessive stocks over. The large crop of English red last year combined with heavy importations from Chili has been sufficient for United Kingdom's requirements, so that no seed from America and very little from Canada and the Continent of Europe has found its way to this country. The season has not been a profitable one. Prices commenced rather high as usual and declined steadily as the season progressed. Of alsike very little is carried over.

A very enjoyable program has been arranged for the annual meeting of the American Seed Trade Ass'n at Toledo, O., June 26, 27 and 28. After the daily business sessions the evenings will be devoted to pleasure. The first night a moonlight excursion will be given on the steamer Greyhound. A band has been engaged for the occasion. On the second night a banquet will be tendered at the Zenobia, with Wm. H. Morehouse of Toledo as toastmaster, and a mandolin club to furnish music. On the evening of Thursday, June 28, the visitors will attend the vaudeville show at the Farm theater, where an entire section of the orchestra has been reserved for the seed men. Headquarters are at the Boody house. Chas. Burge is chairman of the general committee on arrangements.

Rice riots are frequent in the Yangtze Valley of China on account of high prices.

## Echoes Of The Texas Meeting.

O. P. Lawson exhibited a very attractive sample of Rust Proof Oats.

The visiting ladies were well cared for by a local committee made up of wives of grain dealers.

All the Ft. Worth dealers were in attendance all the time. How their number does grow.

From Kansas was D. Heenan, and J. C. Robb of Wichita and Secy. E. J. Smiley of Topeka.

E. R. & D. C. Kolp kept open house during the convention and served refreshments to all who called at their office in the Wheat Bldg.

More Texas grain dealers have business cards and make use of them to the advantage of their business than the dealers of any other state.

The bag men were all there including J. A. Comer rep. the Milwaukee Bag Co.; Max Ortlieb, A. Mayer, C. E. Shipp and C. H. Corbett, who distributed leather memorandum books.

The Oklahoma delegation, included U. F. Clemons, Marshall; J. S. Hutchins, Ponca City; O. W. Hutchinson, Billings; C. F. Prouty, W. M. Randels and J. H. Shaw, Enid; E. A. Stinson, Guthrie.

Indian Territory was represented by R. H. Conyers, Muskogee; O. B. Garrison, and W. F. Guest, Ryan; W. L. Keel and wife, Lindsey; L. G. Ocheltree, Chickasha; W. F. Warren, Ardmore; C. J. Wolaver, Purcell.

The entertainment features of this meeting were surely well prepared and carefully carried out. As long as the dealers of the state can be so well entertained they will not think of going elsewhere for an annual meeting.

The Kansas City delegation included C. V. Fisher; S. P. Hinds of the Hinds & Lint Grain Co.; J. C. Hosie rep. the Elevator Underwriters; W. Murphy; F. B. Logan; E. A. Ordway rep. the Invincible Grain Cleaner Co.; C. H. Ridgeway Secy Western Millers Mutual Ins. Co.; Hugo Roos and F. R. Warrick.

Thursday evening, promptly at 6 o'clock, the visiting dealers were taken by street car to Huntsman's Park in the outskirts of the city where a very pleasant dinner was served by the Panthers Club. The place was so attractive that a number of dealers immediately became possessed of a desire to join the Club, and generally, after the character of each was thoroughly blackened, he was taken, in with open arms. Capt. Paddock of the Board of Trade, who presided, is such an earnest, positive speaker that he left some of the dealers under the impression that he was gunning for some of the officials of the organization, which was farthest from his mind. He is simply a successful roaster, who delights in exercising his ability and generally delights his audience. After the dinner was served in the Club House the tables were cleared away and a string orchestra tempted the dancers to get into action. However, the rainfall was so intense that most of the visitors were eager to get back to the hotel.

At noon on Friday, all having been provided with tickets to Hanley and back, the visitors boarded special cars and were soon on the banks of Lake Erie availing themselves of the many different amusements. A splendid barbecue was served and every one ate more than he could well accommodate, after which the speak-

ers were given a chance to show their ability. From the barbecue the dealers with their wives and sweethearts adjourned to the auditorium where more speeches were listened to. The Texas Ass'n surely affords ample opportunity for the speech maker to develop and exhibit his ability as an orator and few organizations have as many members who can talk interestingly, on any subject, at any time. During the afternoon the visitors amused themselves in the roller skating rink, rowing on Lake Erie and knocking down nigger babies, the most popular sport being the roller skating. The Kansas City bunch enjoyed the latter sport immensely until Swede Murphy's feet touched the ceiling and in alighting he claimed to have broken three boards in the floor as well as his bones.

Among the state dealers in attendance were P. T. Andrews, Dallas; L. E. Allen, Marlin; W. O. Anderson, Vernon; L. G. Belew, Pilot Point; C. A. Bickley, Merit; J. E. Bishop, Houston; W. M. Black, Mansfield; W. O. Brackett, Sherman; J. E. Brannen, Blum; R. L. Brown, Lavon; W. L. Brooks, Howe; A. L. Carpenter, Farmersville; W. L. Crain, Hubbard City; E. H. Crenshaw, Hillsboro; H. H. Crouch, Waco; E. W. Crouch, McGregor; W. S. Dement, Godley; E. B. Doggett, McKinney; Eugene Early and M. M. Early, Waco; J. E. Ervine, Houston; W. R. Fields, Howe; J. S. Fordtran, Galveston; C. F. Gribble, Sherman; G. J. Gibbs, Clifton; B. Hill, McKinney; H. H. Haines, Gainesville; J. P. Harrison, Sherman; Ira Hays and S. W. Hays, Crowley; J. A. Hughes, Howe; J. C. Hunt, Wichita Falls; J. B. Huffman, Rivista; T. A. Johnson, Tyler; J. G. Jones, Wichita Falls; J. Z. Keel and wife, Gainesville; F. Kell, Wichita Falls; T. Keller, Houston; E. Lawrence, Bartlett; O. P. Lawson, McGregor; R. Lupton, San Antonio; D. S. McMillin, Whitewright; W. W. Majors, Midlothian; M. Marks, Crawford; W. H. Marshall, Belcherville; C. W. Meyer, Belton; C. C. Miles, Leonard; M. L. Moore, Commerce; C. L. Moss, Dallas; C. E. Maedgen, Troy; P. R. O'Dell, Hubbard City; A. Peterson, Clifton; J. T. Pickard, Weatherford; T. J. Rone, Saint Jo; G. P. Roquemore, Coleman; H. Rosenstein, Gainesville; H. Schafer, Lorena; G. B. R. Smith, Celina; J. T. Stark, Plano; J. E. Surratt, Celeste; R. L. Stevens, Dallas; C. Thomas, Pilot Point; W. S. Thurston, Noca; E. A. Turner, Van Alstyne; C. D. Whiteley, Mart; H. Waldo, Collinsville; H. T. Weathers, Greenville; F. B. Weeks, Houston; Van A. Webster, San Antonio; J. C. Whaley, Gainesville; V. F. Wieser, Hico; C. F. and F. C. Witherspoon, Clifton, and B. T. Wilson, Nacogdoches.

Chas. H. Brooks, who had been convicted in the federal court at St. Louis of conducting a get-rich-quick brokerage scheme, and sentenced to serve 17 months in prison, on June 14 presented a commutation of his sentence by Pres. Roosevelt to a fine of \$1,500 and costs, which he paid and was released.

The complaint in this country is that American wheat is graded above its merits. It would appear, however, that both the producer and consumer have cause for complaint, so we must presume that the wheat on going into the elevators is graded too low, and on coming out it is graded too high.—*Corn Trade News*, Liverpool.



# Grain Trade News

## CALIFORNIA.

Corning, Cal.—Bion E. Mills, local mgr. for the DePue Grain Co., was married June 12 to Miss Clyve Adkins.

Los Angeles, Cal.—The Pacific Coast Eltr. Co. incorporated, \$100,000 capital stock. Directors; J. W. Pogue, C. E. Storm, F. C. Justice, M. A. Clennam and R. L. Mueller.

San Francisco, Cal.—The sale of the flour contributed for the relief of the earthquake sufferers has been turned over to Major Krauthoff of the U. S. Army, who is advertising for bids.

## CANADA.

Midale, Sask.—The eltr. for the Lake of the Woods Milling Co. has been about completed.

Holland, Man.—The International Eltr. Co. has purchased the eltr. of the Colonial Eltr. Co.

Stony Plain, Alta.—The Brackman-Ker Milling Co., of Strathcona, has completed its eltr. here.

Bittern Lake, Alta.—The Brackman-Ker Milling Co., of Strathcona, is building a large eltr. here.

Strathcona, Alta.—The Brackman-Ker Milling Co. contemplates building eltrs. at St. Albert and Lamont.

Winnipeg, Man.—The Canada Paint Co. is asking for bids for the erection of its grain eltr. thru D. Smith, architect.

New Westminster, B. C.—The Calgary Milling Co., of Calgary, Alta., will build, at a cost of \$20,000, an eltr. and warehouse here.

Edmonton, Alta.—Free alcohol was favored in resolutions adopted recently by the Associated Boards of Trade of Western Canada.

Winnipeg, Man.—The Canada Malting Co. is building an eltr., which will double its storage capacity. The addition will cost \$12,000.

Mortlach, Man.—The Lake of the Woods Milling Co., of Winnipeg, and the Winnipeg Eltr. Co. contemplate building eltrs. here.

Ft. William, Ont.—Work on the excavating for the eltr. to be built by the Western Eltr. Co. and the Imperial Eltr. Co. has been commenced.

Winnipeg, Man.—Secy. C. N. Bell, of the Grain Exchange, has sailed for England to attend the conference of the Imperial Chambers of Commerce.

Winnipeg, Man.—Work has been commenced by the contractors in preparation for the erection of the new Grain Exchange building. The old buildings which occupy the site are being torn down and excavating will be started at once.

Ft. William, Ont.—The C. P. Ry. on June 1 created the office of grain distributing agt. and has appointed Oliver Quinn to fill that position. The duties of the office will consist of directing the grain to the various eltrs. when brot into the yards of the railroad company.

Montreal, Que.—The Grand Trunk Pacific Terminal Eltr. Co., Ltd., incorporated, \$5,000,000 capital stock, to build and operate eltrs., warehouses, steamships

and mills. Incorporators, Chas. M. Hays, Wm. Wainwright and W. H. Bigger, of the Grand Trunk Pacific Ry. Co. Nicholas Bawlf, of Winnipeg, pres. of the Northern Eltr. Co. and A. P. Stuart, Eltrs. will be erected at Ft. William and at Tiffin, on Georgian Bay.

Ft. William, Ont.—Work is to be begun at once on the rebuilding of the eltr. for the Ogilvie Flour Mills Co. and will be continued night and day in order to complete the building by Oct. 1 in time to handle the next crop. The bin structure is in splendid condition and the work of dismantling the outside bins was started June 11. The new eltr. will be located some distance back from the river and will have capacity for nearly 1,000,000 bus.

Winnipeg, Man.—The amount of wheat inspected to June 1 was 55,880 cars, or 59,591,600 bus.; in store at country points, 5,100,000 bus.; in transit, not inspected, 321,000 bus.; marketed at Winnipeg, 450,000 bus., making the total amount marketed from Manitoba, Saskatchewan and Alberta 65,662,600 bus. Allowing 9,000,000 bus. for country mills and 8,500,000 for seed, with a balance of 2,412,000 bus. still in farmers' hands to market, the total yield of the 1905 crop was 85,574,600 bus. About 1,302,000 bus. of oats were still in farmers' hands June 1 to market.—Frank O. Fowler, secy. Northwest Grain Dealers Ass'n.

Winnipeg, Man.—The grain inspections during the 9 months prior to June 1, included 58,359,000 bus. of wheat, compared with 35,751,450 bus. for the corresponding months of 1904-5, and 32,941,150 bus. for the same months of 1903-4, reports David Horn, chief grain inspector. Of this amount inspected, 30,233 cars were No. 1 northern and 12,272 cars were No. 2 northern, compared with 3,335 cars of No. 1 northern and 9,800 cars of No. 2 northern for the corresponding months of 1904-5 and 5,919 cars of No. 1 northern and 9,031 cars of No. 2 northern for the same months of 1903-4. Other grains inspected were 3,776 cars of oats, 1,074 cars of barley, 488 cars of flax and 8 cars of rye, compared with 1,453 cars of oats, 307 cars of barley, 279 cars of flax and 1 car of spelts for the same months of 1904-5.

Ft. William, Ont.—The Grand Trunk Pacific Terminal Eltr. Co., recently incorporated at Montreal, will build a terminal eltr. here, with capacity for about 2,500,000 bus. The working house will be of steel, with capacity for unloading 300 cars per day of 10 hours. An eltr. of the same capacity will also be built at Tiffin, where the working house will also be of steel and the storage of concrete or tile. Two marine legs, each having capacity for 20,000 bus. per hour, will be installed and machinery to load 500 cars per day for shipment of grain to the seaboard. The Grand Trunk Ry. is putting in terminal yards at Tiffin and also putting the line between Tiffin and Montreal into the best possible shape to handle all grain. The eltrs. at Ft. William and Tiffin are to be constructed to permit additional storage to be built at any time. The houses are to be completed by Oct. 1907, and each will cost about \$1,500,000.

Ottawa, Ont.—A hearing on grain grades was held June 12 by the commons committee on agri. and colonization. David Horn, chief grain inspector at Winnipeg was the first heard, and he stated that the standards shud be maintained, that crops lower shud be brot up to standard and the standard not lowered to suit the condition of the crop. Further, he stated that the English buyers never had made any complaint of the inspection as conducted in the west. A resolution forwarded by the National Ass'n of British and Irish Millers was read, protesting against lowering the grades. Representatives of grain growers ass'ns made charges of mixing when the vessels were loaded. The central wheat buyer of the Dominion Millers' Ass'n supported the request of the western delegates that care should be taken that all wheat inspected to be cleaned was properly cleaned at the terminal eltrs. before being binned. He also stated that by licensing the eltrs. this side of the lakes and putting them under bonds and having the official weighmen at the different eltrs. act as supervisors, it should be possible to prevent such mistakes as are sometimes made by a lower grade being shipped out and represented as a higher one. Sydney Fisher, minister of Agri. said he did not know whether the Government would change the standards this session. He thought he might report to Sir Richard Cartwright, the minister in charge, that all parties were agreed upon dropping the grade "extra No. 1 hard," and the word "plump" from No. 1. On other points there might be a difference of opinion. It is understood that all winter wheat will be graded under the name Alberta.

## WINNIPEG LETTER.

Bulyea, Sask.—The Ogilvie Milling Co. will build an eltr. here.

Chipman, Alta.—The Alberta Milling Co., of Edmonton, is building an eltr.

Creelman, Sask.—The Lake of the Woods Milling Co. is building an eltr.

Pincher Creek, Alta.—McDonald & Dunlap will build a 30,000-bu. eltr., storage warehouse and a mill.

Medicine Hat, Alta.—The Medicine Hat Milling Co. will erect another eltr. and double the capacity of its flour mill.

Battleford, Sask.—The Western Eltr. Co. will build an eltr. here, to be completed in time to handle the new crop.

Heward, Sask.—The Heward Milling Co. has awarded the contract for the erection of a mill and now is contemplating the erection of an eltr.—R. F. R.

Davison, Sask.—The Dowd Milling Co. has 5 cars of lumber here for the erection of an eltr. Sites have been selected by 2 other companies for the erection of eltrs.

Tuxford, Sask.—The Tuxford Farmers Eltr. Co. will build a 50,000-bu. eltr. as soon as the railroad reaches here next month. The plant will cost \$12,000.—R. F. R.

Ft. Saskatchewan, Alta.—The town council has bonused to the extent of \$4,000 and a free site a 50,000-bu. eltr. and 150-barrel mill to be erected by Mr. Parker. The eltr. is to be completed by Sept. 1 and the mill by Christmas.

Winnipeg, Man.—Nicholas Bawlf, pres. of the Northern Eltr. Co., states that the company will build this year 50 interior eltrs., each having a capacity of 30,000 bus. The houses will be located along the line of the Grand Trunk Pacific Ry., between Winnipeg and Edmonton.

Winnipeg, Man.—The Ogilvie Mill Co., thru its mgr. F. W. Thompson, announces that it will build a large steel, fire-proof, eltr. on its Point Douglas mill property, and also a warehouse for storing 75,000 barrels of flour. The company already has 3 eltrs. here and the new house will add 500,000 bus. to the storage capacity of the plant.

Vancouver, B. C.—The announcement of the Hill roads to build another trans-continental line thru western Canada, has hastened the C. P. Ry. plans for the erection of an eltr. on the Pacific coast. The house will be erected at Burrard Inlet and will have capacity for 250,000 bus. The Calgary Milling Co. will also build an eltr. on the same water front.—C.

## CHICAGO.

Memberships in the Board of Trade sold recently at \$2,500 net to the buyer.

Oats options struck up a gait during June that the other cereals found it hard to follow.

H. Mueller, of the Mueller & Young Grain Co., has been appointed a member of the grain committee.

The Armour Grain Co. will rebuild Eltr. D, which burned May 30. It will be of fireproof construction.

The proposition to make bids to the country enuf lower than the close to pay the commission is still being advocated.

The Rice Malt & Grain Co. is having plans prepared for a malt house, eltr. and power plant at 45th and North avenues.

Herman Guentsche, a broker on the open board of trade, has failed with liabilities of, about \$3,500; assets about \$1,200.

A purchase of 2,000 bus. No. 2 red wheat on June 12, to arrive from central Illinois by July 20, is the first trade this season in new crop red wheat.

Henry A. Rumsey of Rumsey & Co. was married June 12 to Miss Marion E. Doud at the home of the bride's mother, and the couple are on a wedding trip in the Adirondack mountains.

Mabbatt Eltrs. A and B, operated by J. S. Templeton and owned by Geo. A. Seaverns, burned June 23. The houses had capacity for over 1,000,000 bus., but contained only 60,000 bus. oats and 40,000 bus. wheat. Loss, \$350,000. The fire was discovered by the night watchman.

ReQua Bros. will add a cash receiving and shipping department to their grain business. Samuel Philips and D. H. Lipsey, who have for some time been with G. S. Blakeslee & Co., will have charge of the new department.

C. R. Clark, one of the smaller commission men on the Board of Trade, failed to pay his balance in the clearing house June 16 and notice was posted to those having trades with him to close them out. It was reported that Mr. Clark was on the wrong side of the oat and corn market. Losses to the grain trade were small.

Chas. Waite of Waite, Thorburn & Co., who suspended business a few years ago on account of losses in the corner of July oats, on June 11, filed a petition in bankruptcy. Mr. Waite has paid off most of the debts of his firm, and there remain \$55,528. He has engaged in mining, and expects eventually to be able to pay all creditors.

Applications for membership in the Board of Trade made by Jas. Hancock, of Philadelphia, E. A. Wilkinson, Newark, N. J., Wm. Kerling, Thos. E. Wells,

Albert R. Shepherd and Harold Zeiss have been approved by the directors. Arthur L. Moore and DeWitt C. Templeton have applied for membership. The memberships of Edw. T. White and J. G. McIntyre have been sold.

Employment of outside solicitors by commission firms on a compensation of 20 per cent was disapproved of by the directors of the Board of Trade June 19, as it would lead to evasion of the commission rule. At a meeting of commission merchants June 21, a committee was appointed to circulate a petition asking the directors to reconsider, as those in favor of the proposition believe a majority of the members are in favor of the amendment to the rule.

A reduction in grain rates effective June 23 has been made by the Chicago Great Western Ry. as follows: Proportional rates on grain, car loads, Missouri River points (when from beyond) to Chicago (in cents per 100 lbs.): From Omaha, Neb.; Council Bluffs, Iowa; St. Joseph, Mo.; Atchison, Kan.; Leavenworth, Kan.; Kansas City, Mo., wheat, 10 $\frac{3}{4}$ c; corn, oats, rye and barley, 9 $\frac{3}{4}$ c. These are net rates and no allowance will be made therefrom for elevation, loading, unloading or transferring.

John Hill, Jr., has informed Atty. Gen. Stead that the Armour Grain Co. stores grain in the warehouses of the Armour Eltr. Co., contrary to the law. Mr. Hill states that the officers of the two companies are the same. Referring to the claim of H. D. Wetmore on account of corn in Armour Eltr. C getting out of condition, as reported in this column May 25, Mr. Marcy, vice pres. of the Armour Grain Co. says: "There was some corn stored in one of our eltrs. and it got out of condition. This fact was duly posted, and when we were called upon to make good the loss because of the falling off in the corn we refused, and since then have been told trouble would be made for us. I suppose this is the trouble which was threatened. We deny that we are violating the injunction, as charged, and will defend ourselves vigorously."

Milmine, Bodman & Co. will dissolve partnership July 1, as stated in this column June 10. On that date the eastern partners will take over the New York business, and Mr. L. W. Bodman, the only western partner, will take the Chicago business and carry it on under the name of the Milmine-Bodman Grain Co. The Chicago house will not continue the stock and bond department and endeavor to give closer attention to grain in all its various branches. Mr. Bodman will associate with him Sidney Mitchell, who has been with the old firm since 1900, and will also retain H. M. Paynter, who will have immediate charge of the receiving trade. Mr. Bodman came to Chicago in January, 1884, and has had charge of the Chicago branch since that time. He has been in the grain business since 1867. As heretofore John H. Herron will travel for the firm in Illinois and Iowa.

The second annual baseball game of the Board of Trade for the benefit of charity, June 16, was said to be a "howling" success. The score at the end of the game stood 20 to 14 in favor of the "cash" men against the "pit" crowd. The "cash" team was composed of Griffin, Stacy, Miley, McDougal, Dodd, Leonard, Hval, Mitchell, Bergen, Bonestadt, Cole, Dalton, Rockwell and Rogers. "Pit" team; Lawrence, Baker, Sunderland, Garneau, Greeley, Howe, Schreiner, Cutler,

Luken and Bagley. The speculators, not satisfied with the gate receipts as a showing for the Board of Trade, arrested prominent men of the Board on trumped up charges, brot them before a "bunch" of judges and had them fined from \$1 to \$50 for something they had, or had not done. Geo. Marcy was fined \$15 for taking Valentine's place as head of the Armour Grain Co., Sam O. Adams was fined \$10 for going on the diamond without having his beard cut, and J. P. Griffin was called off the field to pay a fine of \$5 for being a director of the Board. About \$250 was raised for charity in this manner. The directors of the Board of Trade were later fined \$5 and costs (\$2) for not attending the game and Pres. Walter Fitch was fined \$25 because he was so pleased to think that the directors had been fined, the bill charging him with having "instigated the said game." Vice-pres. Jones and Rogers were fined \$10. "because they are vice-pres. of the Exchange." The fund secured by the game and the fines will be distributed among outdoor charities for children.

## COLORADO.

Rocky Ford, Colo.—The Arkansas Valley Hay & Grain Dealers Ass'n held its third annual meeting at this city June 1, with 18 members present, representing towns east of Pueblo. The objects of the ass'n are to protect the mutual interests of the grain dealers and feeders and secure better freight accommodations. After the close of the business session the resident members gave a banquet at the El Capitan hotel, when an adjournment was taken to the Rocky Ford club. At the banquet the grain dealers "filled their bins to capacity and until the eltrs. refused to work any longer." Officers were elected as follows: Pres., Charles Maxwell, Lamar; vice pres., H. McClain, Manzanola; sec. and treas., O. F. Mitchell, Las Animas. Those present were: O. F. Mitchell and John Davidson, Las Animas; G. P. Pinkham, Amity; Ed McClain, Manzanola; Chas. Maxwell and C. Strain, Lamar; F. W. Montgomery and C. A. Pinkham, Granada; B. R. Davis, Fowler; B. M. Spalding, La Junta; and J. M. Crozier, La Junta, F. A. Brown, Amity.

## ILLINOIS

Harmon, Ill.—F. Hettinger has succeeded Hettinger & Harris.

Osco, Ill.—Samuelson & Anderson have succeeded Samuelson & Westerlund.

Mattoon, Ill.—James Kitchin has sold out to the Mattoon National Bank.

Dunlap, Ill.—Christopher & Ashbaugh have succeeded Holmes & Ashbaugh.

Manlius, Ill.—Work will soon be begun on the eltr. for the Farmers Eltr. Co.

Edgar, Ill.—I will build a 40,000-bu. storage house for ear corn.—A. L. Stanfield.

Walker, Ill.—The addition to the eltr. of G. J. Hight & Co. has been about completed.

Hopedale, Ill.—Schulte & Smith will be succeeded by C. L. Smith, who will build a 30,000 bus. house.

Elwood, Ill.—The Standard Grain Co. has sold its 40,000-bu. eltr. on the C. & A. to Wm. Schumacher.

Anchor, Ill.—The Rogers Grain Co., of Chicago, has rented the eltr. formerly operated by O. A. Means & Co.

Champaign, Ill.—The Enterprise Grain



Co. is a new concern which will do a grain buying and shipping business.

Virginia, Ill.—Geo. Beard, formerly in the grain and cattle business, died July 18, aged 71 years.

Stanford, Ill.—J. M. Kearby, formerly mgr. for the Standard Grain Co. at Elwood, will succeed the company here.

Essex, Ill.—Burgess & Eversole have succeeded B. A. Burgess on the Wabash and Forbes & Eversole on the Big 4.

Lafayette, Ill.—Galvin & Colwell have succeeded the eltr. of W. H. Wrigley on April 16.

Odell, Ill.—Friends of B. Gulshen will regret to learn that his wife died some time ago after having been in ill health for three years.

Pearl City, Ill.—Geo. Shank and Fred Meyers have purchased the eltr. and coal business of Isaac Bogenrief and will take possession July 1.

Kings, Ill.—The Whiterock Eltr. Co. has installed a Waterloo Gasoline Engine and will remodel its eltr.—H. C. Vollmer, agt. Neola Eltr. Co.

Philadelphia, Ill.—A. C. Mains has sold his 12,000-bu. eltr. on the B. & O. Ry. to Collins & Savage and has removed his residence to Peoria.

Waverly, Ill.—Wm. Turnbull, who recently purchased a half interest in the eltr. of H. E. Ensley & Co., is now resident mgr. for the company.

Bondville, Ill.—Ed. Rising, of Champaign, has been appointed mgr. of several eltrs. for the Decatur Eltr. Co. and will make his headquarters here.

Jamaica, Ill.—W. I. Baird contemplates the erection of cribs for ear corn in time for the new crop. I am installing a new 30-h. p. boiler.—R. T. Barton.

Riggston, Ill.—Oakes & Green are now and have been doing business under that name instead of succeeding B. L. Green, as stated in this column June 10.

Kankakee, Ill.—A bucket-shop of St. Louis has just opened a branch in the Arcade bldg., and unwary traders are warned lest they become victims.

White Heath, Ill.—Part of the roof of the eltr. of Wm. Murray was blown off during a storm June 8. This eltr. was demolished by a cyclone 3 years ago.—X.

Pierson Station, Ill.—The eltr. of Grant & Hook is closed on account of disagreement between the partners. M. Hook is expected to succeed Grant & Hook.

Kilbourne, Ill.—The Farmers Grain Co. incorporated, \$5,000 capital stock, to deal in grain and farmers supplies. Incorporators, L. G. Blunt, A. Field and E. H. Parker.

Astoria, Ill.—Bader & Co. have purchased the eltr. plant and grain business of John H. Windherst, who has also sold his residence and intends removing to Huron, S. D.

Springfield, Ill.—The report of the Illinois State Board of Agri. for May, just issued, contains a mass of valuable crop statistics for each county, each year for 13 years back.

West Brooklyn, Ill.—The Atlas Grain Co. has completed a chaff bin on one side of its eltr. and has eliminated the dust nuisance which has been annoying nearby residents.

Lovington, Ill.—The eltr. of M. C. Davenport & Co. was struck by lightning June 8 and set on fire, but quick work on

the part of the volunteer fire department saved the building.—X.

Mattoon, Ill.—Grain dealers of Coles, Edgar and Clark counties, held a meeting here June 9 to organize a local of the state ass'n, with Willis Brinkerhoff as pres. and C. H. Wade, secy.

Ludlow, Ill.—Michael A. Kirk, formerly with the Ludlow Eltr. Co. but now grain buyer for Wm. Murray, was married June 12 at Hammond, Ind., to Miss Estella Glennan, formerly of Ludlow.

Flanagan, Ill.—Locker Bros. are operating the eltr. again which they had rented to the Rogers Grain Co. G. W. Horrie, who has been mgr. for the Rogers Grain Co., remains with Locker Bros.

Thru rates on grain from all Illinois stations to seaboard territory, effective June 10, are now published by the Atchison, Topeka & Santa Fe Ry., as amendment No. 9 to its tariff No. 6566.

East Lynn, Ill.—The creditors of Hopwood Bros., the grain dealers of East Lynn and Hopwood station, have discounted their accounts 7 per cent and the accounts have been settled on that basis.

Litchfield, Ill.—C. B. Munday, Jr., of C. B. Munday & Co., grain dealers, will open a bank at Keyesport. John Studebaker, formerly cashier for C. B. Munday & Co. eltrs. at Waggoner and Farmersville, will fill the position of cashier in the new bank.

Gays, Ill.—The business formerly conducted by me as the Gays Eltr. Co. will hereafter be conducted under the name of A. M. Blythe. This change in no way affects ownership or responsibility, as I have been the sole owner since Nov. 1, 1904.—A. M. Blythe.

Ludlow, Ill.—Wm. Murray, of Champaign, has bot from J. F. Huxtable the eltr. which he sold to Huxtable Bros. in January. Possession was given June 15. M. A. Kirk has resigned his position with the Ludlow Eltr. Co. and accepted a position with Mr. Murray.

The Illinois law provides a fine of \$100 per day for firms or individuals who do business as an incorporation or company without being incorporated or following their name with the words "not incorporated." A company not incorporated has no standing in the courts.

Buckley, Ill.—L. W. Singleton has purchased the interest of V. R. Koplin in the grain firm of V. R. Koplin & Co., and will continue the business under the firm name of L. W. Singleton & Co. Mr. Koplin has made arrangements to go west and expects to locate in Washington.

Proctor, Ill.—I have sold part of my interest in the grain business here to G. B. Farlin, but no change is made in the firm name. I still go out to Proctor where there is grain moving, but it is my intention to retire from active business as soon as convenient.—W. E. Proctor, Gibson City.

Jones, Mattoon P. O., Ill.—My eltr. burned June 8, with a small quantity of corn, which was covered by insurance. The fire is supposed to have been set by a passing locomotive. Approximated loss, \$3,500; insurance, \$2,000 on building.—W. D. Jones. Mr. Jones states that in all probability he will rebuild at once.

Weston, Ill.—Henry Schoenfeldt, manager of the Weston Grain Co., a stock company composed of 100 farmers, is charged with having misappropriated \$32,000 of the concern's funds by making deals on the board of trade contrary to

the wishes of the company. A warrant was issued for his arrest June 18 and he is supposed to be in Chicago.

Emden, Ill.—Bartlett, Frazier & Carington have started work on the rebuilding of their eltr., which burned May 14. The building will be located on the site of the former house, will have capacity for 32,000 bus. and will cost about \$7,500. It will be 36x40x76 ft. and will be built of 2x6 cribbing, with the sides covered with galvanized corrugated iron and the roof with iron. The plant will be equipped with 2 stands of eltrs., 2 dumps, a 60-ft. man lift, rope drive, steel boot tanks in the pit and an automatic loading scale.

Peoria, Ill.—The Warren Commission Co., which has succeeded Warren & Co., has been incorporated with \$50,000 capital stock. The stockholders are: Mrs. Benj. Warren, Jr., wife of Benjamin Warren, Jr., Eugene D. Hamlin, of Des Moines, Ia., and Benj. F. Miles. L. H. Murray, who has been with Mr. Warren for over 20 years, is one of the directors and will continue to take an active part in the business. Mr. Warren, Jr., has discontinued the commission business which he has conducted for 30 years because of ill health. All business pertaining to the firm of Warren & Co. will be adjusted by him.

## INDIANA.

Milton, Ind.—F. T. Root is building an eltr.

Union City, Ind.—The Mead Grain Co., which operates an eltr. here, has been incorporated.

Wabash, Ind.—We have been overhauling an old flat house and building an eltr.—T. W. King & Son.

Indianapolis, Ind.—The state railroad commission on June 12 ordered a reduction of 10 per cent in grain rates.

Atwood, Ind.—The eltr. of the Atwood Eltr. Co. was struck by lightning twice June 8, but only a few boards were torn from the building.

Sexton, Ind.—A. C. Brown, of Brown & Riley, Rushville, who have been operating the Mauzy Eltr. for 4 years, has purchased the plant for \$2,500.

Hartford City, Ind.—Fred J. Bosler & Son, of Indianapolis, has exchanged their stock farm near Mitchell for the 2 eltrs. and mill of W. B. Cooley.

Edinburg, Ind.—Irwin Bros. will increase the capacity of their starch works from 800 bus. to 6,000 bus. of corn per day, and will also manufacture glucose.

Cook, Cedar Lake P. O., Ind.—The contract for the erection of the 10,000-bu. eltr. for C. E. Nichols & Co., of Lowell, has been awarded to the Burrell Engineering & Construction Co. The house will be located on the Indiana Harbor Ry.

Greenfield, Ind.—The eltr. for Thos. H. New has been completed and is ready to be placed in operation. The house is arranged so that the eltrs. can be shifted to deliver grain to any part of the building. The eltr. was built to replace the plant burned last winter.

Macy, Ind.—I have sold my eltr. here, to John F. Crouter & Co., who will continue the business. I have been actively and continuously engaged in the grain business at this place for 37 years, and yet learn something every time I read the Grain Dealers Journal.—Jas. W. Hurst.

Indianapolis, Ind.—Work on the new million bus. eltr. for the Cleveland Grain Co., has been started by the Barnett &

Record Co. The wood working part will have storage room for about 200,000 bus., and the 18 tile tanks, with their inter-spaces, will afford the additional storage.

Edinburg, Ind.—David R. Webb has not succeeded Cutsinger & Webb, but has sold his interest to M. Cutsinger and succeeded Mutz, Loughery & Davis, late proprietors of the Edinburg Eltr. Co. The most disagreeable year he ever spent was the one he spent out of active business, not out of the grain business, as erroneously stated June 10 in this column.

Indianapolis, Ind.—At the annual election of the Board of Trade June 11, interest ran very high and a big vote was polled. Frank D. Stalnaker was elected pres., Wm. J. Mooney, vice. pres., Tom Oddy, treas. The new governors are: George T. Evans, Warren H. Simmons, A. J. Gardner, Wm. J. Griffith, Clinton L. Hare, Edward Hawkins, Aquilla Q. Jones, T. B. Laycock, A. J. Meyer, W. L. O'Connor, Albert Sahm, Thomas A. White and Milton A. Woollen, Ford Woods and A. A. Young. The total receipts for the fiscal year ending June 9 have been \$38,063, and the disbursements, \$20,391. During the year 17 members died and the roster now numbers 452 regular and 21 special members. The Board has \$100,000 resources and \$2,000 liabilities.

Union City, Ind.—Chas. Warren, 36 years old, was caught on the line shaft in the eltr. of the Pierce Eltr. Co. June 15 and had his head beaten off. Nearly all the bones in his body were crushed. After the engine had been started by A. M. Brooks, a fellow employe, Warren, as was his regular duty, started to the top floor to start the corn cleaning machinery. He started the machinery, but no one saw how he was caught on the shaft. When a piece of flooring bathed in blood fell down the shaft Brooks stopped the engine and went up to find Warren's body wound so tight around the shaft that the machinery had to be taken apart to release the remains. A wife and two children mourn his tragic death. It is reported that the company will be sued for damages as the shaft was only 30 inches from the floor and unprotected, forming a veritable death trap.

## INDIAN TERRITORY.

Canadian, I. T.—W. M. Millican, of Millican Bros., died recently.

Mounds, I. T.—The R. H. Drennan Grain Co., of Oklahoma City, Okla., is building an 8,000-bu. grain eltr. The foundation has been laid and the house will be completed in time to handle the coming crop of wheat and corn.

## IOWA.

Richard, Ia.—The eltr. for the Farmers Eltr. Co. is being built by Chas. E. Newell.

Cedar Rapids, Ia.—Douglas & Co. have installed two new boilers and a mechanical stoker.

Klemme, Ia.—The eltr. of W. R. Bloom is being repaired by the Younglove Construction Co.

Halbur, Ia.—Joe Reinart has succeeded V. B. Auspach as agt. for the J. F. Twamley & Son Grain Co.

Wooden, Ia.—H. E. Gingery has repaired his eltr. A new foundation was put under the house.

Sac City, Ia.—F. R. Brownell has succeeded R. D. Robertson as agt. for the Northern Grain Co.

Laurens, Ia.—C. C. Buck, of Hubbard,

has purchased for \$7,000 the Lamkin eltrs. at Laurens and Ware.

Brayton, Ia.—Mr. Nelson has succeeded T. J. McGovern as mgr. for the D. Rothschild Grain Co., of Davenport.

Plymouth, Ia.—The Farmers Eltr. Co., recently incorporated, has purchased a site for an eltr., which will be built at once.

Readlyn, Ia.—V. B. Auspach, formerly agt. for the J. F. Twamley & Son Grain Co. at Halbur, has been transferred to Readlyn.

George, Ia.—The Farmers Eltr. Co., recently incorporated, has let the contract for the erection of its \$6,000 eltr. to Chas. E. Newell.

Waukee, Ia.—The Des Moines Eltr. Co. has turned over the lease of the eltr. on the M. & St. L. Ry. to Jesse Copeland, who will operate it.

Greene, Ia.—The eltr. of W. A. Bryant & Sons Co., of Cedar Falls, will be repaired this season, the Younglove Construction Co. doing the work.

Sioux City, Ia.—The refusal of the C. M. & St. P. Ry. to deliver cars to the Mystic Milling Co. so long as demurrage bills were unpaid was upheld June 7 by the state supreme court.

LeMars, Ia.—The Plymouth County Farmers Eltr. Ass'n has been organized and expects soon to begin the erection of an eltr. H. A. Ahlers, Jas. Hughes, John Luken, and others are interested.

Sibley, Ia.—The warehouse of the A. W. Harris Grain Co. burned recently. The house was owned by the Rock Island and leased by the grain company. Loss to the railroad, \$500; loss to the grain company, \$50.

Rock Rapids, Ia.—U. Albertus has exchanged land in South Dakota for the eltr. of Larkin & Thompson. He is, repairing the building and fitting the machinery up preparatory for the grain season.

Clinton, Ia.—The National Candy Co. will build and operate a glucose and corn syrup manufacturing plant here, which will be operated by a recently incorporated company which is under the control of the candy company.

Keystone, Ia.—The eltr. for the Keystone Mercantile Co. has been about completed by Chas. E. Newell. It is to be equipped with an automatic weigher, 2 legs, cleaner and passenger eltr. and will have to hopped bins.

Cedar Rapids, Ia.—The grain interests of this city were well represented in a parade here on June 13, in celebration of the semi-centennial of the city's incorporation. Five of the large cereal firms were represented with floats and a band of thirty Indians.

Rolfe, Ia.—J. H. Charlton is remodeling and repairing the eltr. recently purchased from Jos. White. A 10-h. p. Callahan Gasoline Engine, 6-ton Howe Wagon Scale and 350-bu. Howe Hopper Scale are being installed by the Younglove Construction Co., which is also doing the remodeling and building corn storage.

Davenport, Ia.—W. J. Adams, who conducts the Adams Grain & Provision Co. has been sent to jail for perjury. Two customers brot suit against him. After having declared he had only \$5, Adams handed his atty. \$150 to settle the suit of Wm. Southern, whereupon the justice placed him in jail in default of bail. For a month Adams has had four girls employed sending out circulars soliciting shipments.

## KANSAS.

Burrton, Kan.—Shive & Collins are building an eltr.

Greensburg, Kan.—J. B. Hupp is building a 20,000-bu. eltr.

Kensington, Kan.—The Home Grain Co. is building a 20,000-bu. eltr.

Assaria, Kan.—The 15,000-bu. eltr. for C. E. Heasley has been about completed.

Lucas, Kan.—The A. J. Poor Grain Co., of Kansas City, is building an eltr. here.

Jennings, Kan.—W. J. Newton has succeeded R. C. Peterson as agt. for the Nebraska Eltr. Co.

Chase, Kan.—The Chase Grain & Supply Co. has purchased the eltr. of the Kansas Grain Co.

Belle Plaine, Kan.—John G. Siceloff has let the contract to P. H. Pelkey for the erection of an eltr.

Norwich, Kan.—The Norton Grain Co. is repairing its eltr. A cement floor is being put in the dump.

Glasco, Kan.—The Farmers Co-operative Grain Co. has been incorporated with \$8,000 capital stock.

Modoc, Kan.—Boulware & Countryman are building a large grain eltr., with a feed grinder attached.

Ellinwood, Kan.—The Walnut Creek Milling Co. has purchased for \$12,000 the eltr. of Steckel Bros.

Savonburg, Kan.—Tom Wells is reported to have purchased the grain business of W. W. Moffit.

Argonia, Kan.—W. W. Haworth will take charge of the eltr. for the Pacific Eltr. Co. about July 1.

Fairview, Kan.—The farmers have organized a company and purchased the eltr. of Miller & Sons.

Osage City, Kan.—The eltr. for the Osage City Grain & Eltr. Co. has been completed and is now in operation.

Medora, Kan.—The Hutchinson Mill Co., of Hutchinson, is building a 5,000-bu. eltr. here. It is to be completed by July 1.

Belpre, Kan.—The eltr. of the Farmers Grain Co. burned June 5, causing a heavy loss to the stockholders. Insurance, \$4,000.

Dodge City, Kan.—The Walnut Creek Milling Co. will build a 30,000-bu. eltr. on the Santa Fe right-of-way. L. R. Miller will have charge.

Garden Plain, Kan.—The Stevens-Scott Grain Co., of Wichita, has let the contract to M. J. Travis for the erection of a 10,000-bu. eltr. here.

Hutchinson, Kan.—The Farmers Co-operative Eltr. Ass'n of Kansas, Nebraska and Oklahoma held a special meeting here June 7 and 8.

Selden, Kan.—The State Eltrs., of Kansas City, is building a 20,000-bu. eltr. here on the old Counselman site.—F. L. Crain, agt. Nebraska Eltr. Co.

Bloomington, Kan.—The repairs on the eltr. of W. A. Nye, of Downs, have been completed. New spouting has been put in and a 10-h. p. engine has been installed.

Elwood, Kan.—W. H. Ferguson, of Lincoln, Neb., and Wm. Nash, of the Nash-Wright Grain Co., Chicago, have purchased for \$100,000 the Harroun Eltr.

Ferguson, Kan.—W. W. Miller & Son, of Anthony, have removed their scale house from Ruby station to Ferguson and will operate it in connection with their new eltr. when completed.

Hoisington, Kan.—The Farmers Eltr. Co. is not in a prosperous condition, and



at a recent meeting it was decided to continue the business until the membership dwindled down to 10 men.

Rozel, Kan.—The eltr. of the Rozel Eltr. Co. burned June 11, with about 2,000 bus. of wheat and a car load of wheat on track. Loss, about \$4,500; insurance, \$3,500. Ed. Fromong is pres. and general mgr. of the company.

Topeka, Kan.—The fees collected during May by the state grain inspection dept., as shown by the report of John W. Radford, chief inspector, amounted to \$1,616. During the month 2,600 cars of grain were inspected, about the average for May.

Iola, Kan.—Work has been commenced on the eltr. for S. D. Ray, feed and flour dealer. The building is to stand on 35 cement piers and the lower floor will be on a level with the car floors to make easy the handling of feed and flour. It is expected that the house will be completed in time to handle the July wheat.

Cimarron, Kan.—Half of the warehouse of W. F. Rhinehart is being torn down and a 12,000-bu. eltr. will be built on the site. A cleaner with a capacity for 400 bus. per hour will be installed. The other half of the warehouse will be raised and a feed mill installed. The power for running the machinery will be furnished by a 12-h. p. engine.

Jamestown, Kan.—Failure of the Jamestown Co-operative Grain, Milling, Live Stock & Mercantile Co. to conduct its eltr. at a profit, led to the sale of the property recently at a loss of \$20 per share to subscribers. Stockholders will receive \$5 on each \$25 paid in. The debts of the company amount to \$4,800, and the Jamestown Grain Co., composed of some of the old stockholders paid \$5,500 for the plant, except grain on hand.

Wichita, Kan.—The Bennett Commission Co., of Topeka, has established an office in the Sedgwick block, and A. H. Bennett will take charge. He was already a member of the Wichita Board of Trade and is engaging in the business here because of numerous advantages offered by Wichita as a grain center. The company has secured the services of C. R. Winthrop of Oswego, Kan., who will have charge of the coarse grain business, in which he is said to be an expert, leaving Mr. Bennett free to look after the wheat trade, of which he has made a special study. F. H. Bennett will remain at and have charge of the Topeka office.

#### HEARING ON KANSAS CITY WEIGHTS.

Kansas City, Kan.—In the contest between the eltr. proprietors and the state weighing and inspection dept. evidence will be taken in several cities, the first hearing being at this city June 17 and 18, to be resumed June 22 at Salina. Before Special Master Fred T. La Port, John W. Radford, chief inspector, stated that in the past 3 years 38 cars of rye had been received and unloaded in the Union Pacific Eltr. in Armourdale. Only two cars of rye had been shipped out of that eltr. in the past three years, he added. Mr. Radford testified that during these years his inspectors have found rye mixed with good wheat leaving the Union Pacific Eltr. During the past three years, he says, the price of rye has averaged 20 cents lower on the bu. than the price of wheat. If 40,000 bus. of rye, therefore, could be mixed with wheat and the combination sold for the regular price of wheat, the owner would make \$8,000 on the deal, for each of the 40,000 bus. of rye which he put in the mixture would

net him 20 cents profit, over and above the profit on the natural increase in the price of the wheat. D. A. Allen, weighmaster, testified that at the Maple Leaf Eltr. care was not taken to sweep the cars. He said after they were placed on a sidetrack the grain was swept by a negro, placed in a shed, and sometimes a car load of it was sent to another grain eltr. He said that cars of wheat had been unloaded at the eltr. and afterward he had found wheat left in them, so the man sending it to town would not get the full credit in weight for his shipment. He had often estimated the amount left in the car and had that amount added to the previous weight on the scale ticket. There is a car in the Chicago Great Western yards near the eltr. in which wheat swept from cars is put and later hauled away. I saw 123 bus. of wheat in there one time, and it was taken to the Crescent Cereal Co. A shanty in the yards is also used for the storage of "sweepings." One time I saw nine sacks in there and at another time fourteen sacks, I believe.

Harry K. Millsbaugh, weighmaster at the Rosedale Eltr., said he had for 3 years weighed the grain received and sent out by the eltr. A carload of oat hulls, with the "meat" extracted, was unloaded in the eltr. three years ago, he said, but he has not since weighed out the hulls, unless they were mixed with something else, he testified. "I have weighed many carloads of barley and rye going into the elevator," he said, "but have not weighed any carloads going out."

Alexander Timmey, a weighmaster for the Kansas grain department, said that at the Union Pacific Eltr. rye and wheat were mixed. He said a small chute from a rye bin ran into the chute through which the wheat was being run into the cars. He said the board of trade only had one man at each eltr. and he did the work of the two men of the Kansas grain inspection department.

John K. McIntyre, of Rosedale, a weigher at the Memphis Eltr. for the Kansas state department, told of an alleged effort by which a shipper would have lost 15,850 pounds of wheat. Three carloads of wheat were received at the eltr. April 20. The wheat was sent to the third floor to be weighed. The bins were so arranged, he said, that not all the wheat went into the scale he was weighing on, and later he discovered the shortage. Two of the cars had shippers' weights attached, but the third had none. "The superintendent, Kent, wanted me to keep still so he could put the shortage on the man who had no shipper's weight with his car," testified McIntyre. "He said: 'Let's square this thing up. I will send over and get six bottles of cold beer and fix everything.'"

#### KENTUCKY.

Morganfield, Ky.—Aaron W. Mason, grain merchant, died June 8 aged 56 years, after an illness extending over 2 years.

Frankfort, Ky.—The state railroad commission on June 20 issued an order for a general reduction of freight rates that will save shippers \$1,800,000 a year.

Hopkinsville, Ky.—The Climax Milling Co. incorporated, \$25,000 capital stock, to build a milling plant. The officers are: Jas. West, pres., and Ross Rogers, general mgr.

Henderson, Ky.—The plant of A. Waller & Co. was damaged June 17 by a fire which started in the mill. The blaze was gotten under control by the employees with the automatic sprinklers before the ar-

rival of the fire department. Loss small and fully covered by insurance.

#### LOUISIANA.

New Orleans, La.—Inspector Chas. H. O'Rourke has ordered the seizure of a number of shipments of wheat bran from western millers found to contain rice hulls. The adulteration is limited by law to 10 per cent of rice hulls. The rice millers of southwest Louisiana have been receiving bids on rice hulls, which it is said the western millers grind and mix with wheat bran.

New Orleans, La.—Stocks in the New Orleans eltrs. have been considerably reduced within the past 2 weeks. The report for June 20 showed: corn, none; wheat, 46,400 bus.; oats, 97,000; barley, 18,000. Exports for the past 2 weeks were: Wheat, 25,300 bus., compared with none last year; corn, 67,276 bus., compared with 19,095 bus. last year; oats, 75,415 bus., compared with 305 bus. last year. Receipts were: corn, 151,000 bus.; oats, 119,670 bus.; wheat, none; barley none.—A. R. H.

Movement of corn and oats to Cuban markets during the past fortnight has been large, but this has been about the extent of the export business. Exports to Europe have been out of the question on account of domestic values being so high. There has been the usual limited movement to Central American markets, but the volume of this business has fallen below that of last year's on account of the good crops of grain in Central American countries. No. 2 oats have been selling between 41 and 41½; No. 2 yellow corn between 58½ and 59; No. 2 white corn at 59; No. 2 mixed corn at 57½ to 58. Oats continue in good demand and this has been the condition generally with both corn and hay. Strictly choice and No. 1 timothy have been in good demand, choice bringing 19½ to 20, and No. 1 bringing 18 to 19.—A. R. H.

#### MARYLAND.

Baltimore, Md.—The Wm. Hopps Grain & Hay Co. has purchased a building and is fitting it up for grinding feed for the trade.

Baltimore, Md.—Two of the largest cars of oats ever received at this market arrived recently consigned to Lederer Bros. One contained 74,920 and the other 74,740 lbs.

Baltimore, Md.—Hammond, Snyder & Co. have succeeded the firm of Hammond & Snyder, which expired by limitation June 14. The members of the firm are: Wm. R. Hammond, John W. Snyder, Wm. Leroy Snyder, J. Collin Vincent, Geo. B. Shaw and Edw. M. Sills.

#### MICHIGAN.

Kalamazoo, Mich.—The Michigan Hay Ass'n will hold its annual meeting here Aug. 2 and 3.

Blanchard, Mich.—J. W. Tate & Co. incorporated, \$8,000 capital stock, to deal in grain and beans.

Niles, Mich.—Barrett & Morgan, millers of Elkhart, Ind., have purchased a site on which they will build a 15,000-bu. eltr. and a feed mill.

St. Johns, Mich.—John Hicks will tear down his eltr. because of changes in the railroad at that point and will build another house.

Cass City, Mich.—E. A. McGeorge, who formerly owned an interest in the Cass City Grain Co., has purchased the busi-

ness formerly operated by Wm. Callam & Son.—Stockbridge Eltr. Co., Jackson.

Battle Creek, Mich.—The safe in the office of McLane & Swift, grain brokers, was opened June 4 and \$136.40 were stolen. The thief either knew the combination or blundered onto it and the cash box was opened with the key which was in the till.

Burlington, Mich.—The Stockbridge Eltr. Co., of Jackson, has leased, and will operate the Michigan Central Eltr. commencing with the new crop. The eltr. is being remodeled and new machinery is being installed.—W. E. Shelden, secy. Stockbridge Eltr. Co., Jackson.

## MINNEAPOLIS:

John Iverson sustained a broken leg June 20, when he fell thru a trap against the wheel of a wheat cleaner at the Quaker Eltr.

The Seidl Dalton Co., recently incorporated, has succeeded the Seidl Grain Co. Frank Seidl is pres. and Steve Dalton, secy. and treas.—M.

The suit of the State of Minnesota against the Duluth Board of Trade, to revoke its charter, has been set for trial July 13. It will be remembered that the Minnesota Farmers Exchange complained of discrimination by the Duluth Board of Trade by which its members were prohibited from handling the grain consigned to the farmers at Duluth.—M.

With regard to the agitation in favor of shipping grain and flour down the Mississippi River J. P. Lusk, general freight agent of the Diamond Jo line of river boats says: If stage of water, current and bridges were such that our steamers could run thru to Minneapolis, we would be glad to do so, providing there was business to and from there to warrant it. Even admitting that our steamers could get thru to Minneapolis, as well as to St. Paul, the usual stage of water would not permit of any heavy tonnage being moved from St. Paul by water on the Mississippi river under present conditions, or until the upper Mississippi river was made so that there would be a better navigable stage of water during the usual season of navigation. Our steamers were built for and especially adapted for the traffic of the upper river; at the same time, there is hardly a year but that there is at least a part of the season that our steamers are unable to carry much freight, and sometimes none at all, on account of the stage of the water. Part of almost every season, we are able to carry little, if any freight, and have to keep our boats perfectly light, and carry passengers only.

## MINNESOTA.

Tenney, Minn.—The farmers will build an eltr.

Jackson, Minn.—C. Hill has succeeded H. W. Miller.

Batavia, Clinton P. O., Minn.—C. E. Fletcher has succeeded C. Hill.

Duluth, Minn.—Memberships in the Board of Trade are selling at \$3.00.

Wheaton, Minn.—The Farmers Co-operative Eltr. Co. will build an eltr.

Hayfield, Minn.—The Farmers Eltr. Co. contemplates the erection of an eltr.

Canton, Minn.—The Farmers Eltr. Co. has succeeded A. E. Wheeler & Sons.

Russell, Minn.—The Farmers Eltr. Co. has succeeded the Interstate Grain Co.

Marietta, Minn.—The Marietta Farmers Eltr. Co. has succeeded W. E. Pegg & Co.

Burr, Minn.—The Farmers Eltr. Co. has let the contract for the erection of a \$6,000 eltr.

Ihlen, Minn.—The eltr. of the Northwestern Eltr. Co. is being rebuilt. A gasoline engine will be installed.

Alberta, Minn.—The farmers contemplate building or buying an eltr. L. J. Schlattman and C. Eystod are interested.

Balaton, Minn.—J. H. Breening, secy. of the Farmers Independent Eltr. Co., is receiving bids for the erection of a 13-bin eltr.

Montgomery, Minn.—The Jas. Quirk Milling Co., of Minneapolis, contemplates the erection of fireproof storage tanks having capacity for 500,000 bus. in connection with its mill.

Porter, Minn.—The Farmers Produce Co. has let the contract for the erection of an addition to its eltr. to G. T. Honstain. The Eagle Roller Mills Co., of New Ulm, is building an eltr. here. G. T. Honstain has the contract.

Jackson, Minn.—The Rippe Grain & Milling Co., of Fairmont, will begin work July 1 on a 20,000-bu. modern eltr. and have engaged me to run it in connection with the old eltr. for 5 years, I having sold my eltr. to C. Hill.—H. W. Miller.

Madelia, Minn.—J. E. Johnson, an assistant inspector of the state grain and warehouse commission who was drowned in Lake Superior last November, was buried here recently. His body was not recovered until a day or two before the burial.

Heron Lake, Minn.—The eltr. of the Hubbard & Palmer Co., of Mankato, burned June 17, with contents. Loss \$8,000; fully covered by insurance. It is believed that the fire was incendiary origin. The house will be rebuilt as soon as possible.

Pipestone, Minn.—The New London Mill Co., New London, has purchased from Louis H. Hyde the local mills. The New London company contemplates buying several eltrs. in the vicinity of Pipestone and making this town an important distributing center.

Mankato, Minn.—A fire was discovered June 19 in a grain chute of the eltr. of the W. W. Cargill Co. but was extinguished before any damage was done. A quantity of matches and partly burned paper were found, but no clue to the parties who started the fire.

Carlisle, Minn.—Farmers of this vicinity have purchased the eltr. of Maurin Bros., of Elizabeth, for \$4,000, and will after Aug. 1 operate it under the firm name of the Farmers Co-operative Grain Eltr. Co. The officers of the new company are: Nels Haagenenson, pres.; Casper Lien, vice-pres.; H. P. Sethre, secy.; Frank Fjestrud, treas.

St. Peter, Minn.—In the case of Martin Hahn vs. the Plymouth Eltr. Co., in which the plaintiff brought an action to secure damages for injuries received while employed in the company's eltr. here, the court directed a verdict in favor of the defendant, holding that the plaintiff had gone ground for action. The case was tried in the circuit court at Mankato.

Stewart, Minn.—H. E. Denhart and E. T. Alguire have bot the eltr. of Howard & Bemis at White and Bushnell, S. D., and took possession June 15. We will handle grain, coal and live stock. We also have an eltr. here and the 3 eltrs. will be operated under the firm name of Denhart & Alguire, with headquarters at White, S. D., where Mr. Alguire will re-

move with his family about Sept. 1.—Denhart & Alguire.

St. Paul, Minn.—The state railroad commission has adjourned the hearing on the complaint of the merchants of Hastings, Minn., of discrimination in grain and coal rates, until June 30. The complaint alleges "The rate of 5c per hundred on grain from Hastings to St. Paul is excessive, unjust and exorbitant, and more than is charged by other railroads in Minnesota under substantially similar circumstances. The rate should not exceed 3½ cents per hundred. The rate of 4c per hundred on grain from Afton to St. Paul and Minneapolis is not too low, but inasmuch as grain from Afton to St. Paul and Minneapolis is hauled by said railway thru Hastings, a rate of 5c per hundred from Hastings is excessive and an unjust discrimination."

## MISSOURI.

St. Louis, Mo.—Insurance rates on grain eltrs. here have been advanced 10 per cent by the stock companies.

Kansas City, Mo.—The directors of the Board of Trade have prohibited the offering of a prize for the first car of new wheat.

St. Louis, Mo.—The Schauble-Oakes Commission Co., option brokers, with branches in Illinois towns, has suspended business.

St. Louis, Mo.—The hearing on the maximum freight rate has been postponed until July 16, as neither the roads nor the state were ready.

St. Louis, Mo.—The U. S. Senate on June 21 amended and passed the bill granting this city power to build a free bridge across the Mississippi River.

St. Louis, Mo.—The first car of new winter wheat was received here June 13 from southwest Missouri. It was graded No. 2 red and weighed 62½ lbs. to the bus.

Kansas City, Mo.—The Board of Trade has engaged Herbert G. Wilson as traffic manager. He was formerly foreign freight agent for the Frisco system at St. Louis.

Kansas City, Mo.—Twenty prominent members of the Board of Trade have signed the \$10,000 release bond for Mrs. Dora Drogmund, who shot and killed her husband last winter.

Kansas City, Mo.—Henry J. Latshaw, who built and operated the first grain eltr. in the Missouri valley, died June 10 at the University hospital, aged 70 years. Mr. Latshaw was pres. of the Board of Trade in 1871.

St. Louis, Mo.—The Cella Commission Co. and the Donovan Commission Co. have been perpetually enjoined by the U. S. court from using the continuous grain quotations of the Chicago Board of Trade.

Jasper, Mo.—C. L. Hayzlett, who has been operating the local eltr. for the Cowgill & Hill Milling Co., has organized the C. L. Hayzlett Eltr. Co., which has purchased the plant for \$4,000 and will operate it.

Kansas City, Mo.—Our firm on June 18 received the first car of new wheat of this season's crop. It tested No. 2 red, 61 pounds, and was consigned to us from Tonkawa, Okla., by the Cassity & Feunquay Grain Co.—W. S. Nicholson & Co.

St. Louis, Mo.—Chas. H. Whitman has resigned his position in the office of the secy. of the Merchants Exchange and will



engage in other business. Mr. Whitman has been in this office for 23 years and at one time was assistant secy. His resignation will take effect June 30.

Kansas City, Mo.—Charles T. Neal, formerly in the grain business at Lincoln, Neb., has been appointed by the C., B. & Q. R. R. to take charge of its grain interests at this city. Included in Mr. Neal's duties are the management of the Harlem Eltr. and the transfer houses. Mr. Neal's appointment to this responsible post is very gratifying to his friends and pleasing to the patrons of the line.

St. Louis, Mo.—The Milliken-Helm Commission Co. has leased the Merchants Eltr. from the United Eltr. & Grain Co. The eltr. has a working capacity of 400,000 bus. and good track facilities, which will enable the company to handle more grain at less expense than at the Rogers Eltr. The house will be operated under the direction of E. F. Catlin, mgr. of the grain department of the company, with John J. O'Rourke as superintendent.

Kansas City, Mo.—The Board of Trade has established a grain sampling department with J. G. Goodwin in charge and J. J. Hiddleston as chief sampler, under the supervision of the grain sampling committee. The fee is 25 cents per car. The department began sampling June 25. The object of the sampling dept. is to maintain the uniformity of grades. Buyers are enabled by the new dept. to have grain passed upon here as to its being up to grade or sample. All orders for supervision of loading or shipment shud be addressed to J. J. Hiddleston, chief sampler, Board of Trade, Kansas City, Mo.

Kansas City, Mo.—The Board of Trade has amended its rules to eliminate No. 2 red wheat from the contract grade, and has established a grade of standard oats. The rule now reads: All contracts made for wheat hereafter, unless otherwise specified, shall be understood as "contract" wheat, and on such contracts a tender of No. 2 hard winter wheat in such proportions as may be convenient to the seller, subject, however, to the provisions of section 14 of article 13, shall be deemed a valid tender. All contracts for corn, unless otherwise specified, shall be understood as for "contract" corn, and on such contracts a tender of No. 2 corn—No. 2 white, No. 2 mixed or No. 2 yellow—in such proportions as may be convenient to the seller, subject, however, to the provisions of sections 14 of article 13, shall be deemed a valid tender. All contracts for oats, unless otherwise specified, shall be understood as for "contract" oats and on such contracts a delivery of standard oats in such proportions as may be convenient to the seller, subject, however, to the provisions of section 14 of article 13, shall be deemed a valid tender. On contracts for grain or seeds for future delivery tender of a high grade of the same kind of grain or seeds than the one contracted for shall be deemed sufficient.

### NEBRASKA.

Mascot, Neb.—The eltr. being built for J. M. Grace & Co. will have capacity for 25,000 bus.

Douglas, Neb.—Frank Enyart, a farmer, is building a small grain eltr. for storing grain for use on his farm.

Bradshaw, Neb.—The Jaques Grain Co., of Lincoln, has purchased the eltr. of the Farmers Eltr. Co. C. E. Trump is mgr.

Funk, Neb.—The Farmers Eltr. Co. is building an eltr.—H. G. Otto, mgr. Farm-

ers Grain & General Shipping Ass'n, Wilcox.

Germantown, Neb.—I have bot the eltr. of the Foster Grain Co. here.—Wm. Ketels, formerly of Ketels & Co., Staplehurst.

Oakdale, Neb.—The Torpin Grain Co. will build a 28x100 ft. addition to its eltr. The new building will have capacity for 100,000 bus.

Diller, Neb.—The Diller Farmers Grain Co. is operating the eltr. formerly operated by the Ewert-Wilkinson Grain Co., taking possession June 15.

Henry, Neb.—The Nebraska Eltr. Co. is remodeling its eltr. here and has placed the contract for the machinery with the York Foundry & Engine Works.

Herman, Neb.—Henry Roberts, of Tekamah, is installing Howe Wagon and Hopper Scales, furnished by the York Foundry & Engine Works, in his new eltr. here.

Walton, Neb.—J. W. Walton is installing new machinery and supplies, including a 500-bu. Howe Hopper Scale, furnished by the York Foundry & Engine Works.

Lexington, Neb.—The Western Grain Co. incorporated, \$10,000 capital stock. Incorporators, E. M., E. M. F. and A. C. Leflang, proprietors of the Lexington Milling Co.

Wabash, Neb.—The Farmers Eltr. Co. took possession June 1 of the eltr. recently purchased from J. H. Tighe and began handling grain June 2. John C. Brown is mgr.

Fairbury, Neb.—B. W. McLucas is remodeling his eltr. and is installing new machinery furnished by the York Foundry & Engine Works. A 500-bu. Howe Hopper Scale is included.

Riverton, Neb.—Our eltr. burned May 20. We lost some of our books, 800 bus. corn, 40 bus. wheat; insurance, \$1,300. A spark from a locomotive engine started the fire.—Chittick & Chittick.

Lincoln, Neb.—The Foster Grain Co. has asked the county board to take off the \$2,140 taxed on capital stock. The company says it has its capital invested in grain in the eltr. and is taxed \$2,385 on grain.

Curtis, Neb.—A. G. Hagadorn & Sons have bot suit against the Chicago, Burlington & Quincy Railroad for \$954 for a carload of wheat alleged to have been burned on the way from Curtis to Burlington, Ia.

Page, Neb.—Thos. Wade is building an eltr. The machinery, which is being furnished by the American Supply Co., includes a Howe Gasoline Engine, Hopper Scale and Wagon Scale, New Era Passenger Eltr. and Barnard & Leas Cleaner.

Omaha, Neb.—In an address to the Commercial Club A. B. Stickney, pres. of the Chicago Great Western Ry. on June 19 charged that the elevation allowance of 1¼c amounted to a rebate of \$800,000 a year to the Omaha Eltr. Co. and the Trans-Mississippi Grain Co. from the Union Pacific Ry.

Blue Springs, Neb.—Roy E. Simmons, formerly mgr. for the Farmers Eltr. Co. at Bradshaw, has purchased the eltr. and coal yards of S. M. Blythe, and will remove here and take possession about July 1. Mr. Blythe intends leaving about Sept. 1 for Los Angeles, Cal., where he expects to make his future home.

Nacora, Neb.—The Peavey Eltr. Co. has let a contract for the construction of

an 1,800-ft. tile ditch costing \$300, leading directly from under the dump of the eltr., with the object of draining off the water which has been a great annoyance during wet seasons. The same kind of drain was constructed by the Peavey Eltr. Co. at Winside, Neb., and was successful.—C. L. Cleberg, agt.

### NEW ENGLAND.

Jewett City, Conn.—The Jewett City Grain Co. incorporated, \$10,000 capital stock. Incorporators, Chas. J. Mott, Edw. A. Greer and Simon Brewster.

New Bedford, Mass.—E. Horwitz recently suffered heavy loss by the burning of his grain store. The fire is alleged to have started thru the explosion of a gasoline engine.

Boston, Mass.—Edw. C. Paull, who made an assignment in April and was adjudged a bankrupt May 21, has filed his schedule, giving his liabilities as \$132,220, of which \$113,234 are unsecured, \$5,807 in notes and bills and \$11,613 secured. The assets amount to \$87,178, of which \$35,000 is in life insurance policies and \$20,400 in real estate. Mr. Paull also has an office at Taunton.

### NEW JERSEY.

Orange, N. J.—The grain and hay warehouse of Henry W. Smith at West Orange burned recently.

### NEW YORK.

Buffalo, N. Y.—The Electric Eltr. & Milling Co. is building a 100x250 ft. steel warehouse addition for feed.

Buffalo, N. Y.—The International Eltr. was slightly damaged recently by a fire which was started in the tower by hot journals.

Buffalo, N. Y.—John A. Seymour, Jr., grain merchant, was seriously injured June 20 when he was struck by a street car while returning to his home.

New York, N. Y.—Milmine, Bodman & Co. have agreed to dissolve partnership, the eastern partners taking the most of the stock and bond business while L. W. Bodman at Chicago will take the grain business.

New York, N. Y.—The supreme court on June 15 affirmed a judgment against Joseph Leiter in favor of Wm. E. Zeller for \$52,000 and interest, on a promissory note given to settle grain deals. Leiter alleged some of the transactions were for puts and calls, but the court said he had not shown to what amount the trades were illegal.

New York, N. Y.—At the annual election of the Produce Exchange, June 4, the reform party was successful and elected the following officers: Wm. H. Douglas, exporter, pres.; Chas. Rabadan, shipper, vice-pres.; E. C. Rice, treas. Board of managers, to serve 2 years: A. J. Toomey, Paul F. Gebhard, C. C. Rubins, Welding Ring, Wm. H. Smith and Wm. M. McCord. The election was one of the most bitterly contested in the history of the Exchange and nearly 800 votes were cast by proxy, while members came to vote who had not been on the Exchange for months, if not years.

### BUFFALO LETTER.

The New York grain firm of Knight & McDougal, which handles a large amount of grain through this port, is making a move to establish a branch office here.

Chief Grain Inspector Shanahan reports the amount of track grain coming in to be rather small, largely because there is so little wheat moving by that route, but finds no fault now with the quality.

H. G. Anderson has put his grain business into friendly hands till he can take his long-desired look at the Canadian northwest, where he has relatives who can help him to get an idea of the value of the promises held out there.

The feed miller and dealer are rather better pleased with the condition of the grain prices than the grain dealers are, who complain of a corner in oats and too stiff a price for corn, but there has been a big run of feed all the season, spite of the continued good run of grass feed.

The canal boatmen are holding fast to opening rates on grain, based on 4 cents on wheat to New York, but they are getting only a small trade. Some of the boat owners say that the rate is too high, as it is close to the rail rate and that a drop of part of a cent would be the thing to do.

Buffalo barley dealers and maltsters are feeling very well over the outlook. The amount of malting during the past season here was large, but the product has been well cleaned up at good prices and the local houses will be in line again for a big supply as soon as the season opens. This is one of the big malting centers of the country.

The grain interests took a hand, with others last week in urging better railroad switching facilities in the city, the occasion being a hearing by the State Railroad Commissioners on the application of the Lake Erie & Niagara Railroad Co. for a franchise. G. W. Bartlett, H. V. Burns, Spencer Kellogg and others of the grain interests took part in the discussion.

Somebody is again asking what has become of the suits brot by the owner of the fallen Ontario Eltr. against the insurance companies and the Western Elevating Ass'n to recover for the loss of the building. They were brought a long time ago, but have not made any progress, so far as can be learned. The new eltr. on the old site, is now nearly finished. It is steel and on a foundation that will stand.

The Kellogg Eltr. is doing a great amount of the business again this season and is said to have a scheme in force by which grain run through it pays less freight from the west to New York than is enjoyed by grain handled by the pool eltrs. The effort to get the Kellogg into the pool continues, but it appears that the roads and the pool are not settling the lawsuits against them, brought by Kellogg some years ago.

Grain and feed prices hold up well in spite of the return of rainy weather. A dry May is supposed to stiffen the price of feed and feed grains, but the slow running of the mills has had that effect. Buffalo flour mills have been getting as high as a dollar premium over the high western prices of millfeed and in some cases there have been eastern offers to take the entire output of mills and western bids for large amounts of it.

A moderate amount of grain is coming in on track, with wheat and rye very scarce, some days even the single car of winter wheat offering not being wanted. Corn arrives much broken up at times, as though the bottom of bins had been reached. Of the rather small, but increasing amount arriving by lake, oats are taking the lead now, as if there was a big crop looked for and an effort made to get the

old crop out of the way before the new is in.—J. C.

## NORTH DAKOTA.

Tioga, N. D.—Aug. Nelson and brother will build a 35,000-bu. eltr.

Turtle Lake, N. D.—O. W. Bauers, it is reported, will build an eltr.

Jamestown, N. D.—Aug. Evers is grain buyer for the Great Western Eltr. Co.

Ellendale, N. D.—The Royal Eltr. Co. will build an eltr. on the site of the old flat house.

Souris, N. D.—Paul D. Kniss has purchased for \$5,000 the 40,000-bu. eltr. of Sam Dunbar.

Tunbridge, N. D.—The farmers have bot the eltr. of the Heising Eltr. Co. and will operate it.

Brinsmade, N. D.—The Brinsmade Farmers Eltr. Co. will build a 40,000-bu. annex to its present eltr.

Montpelier, N. D.—The Consolidated Eltr. Co. will build another eltr. The materials are already on the ground.

Ashley, N. D.—Jacob H. Jenner has charge of the 30,000-bu. eltr. recently purchased by Lehr, Nagel & Co., of Lehr.

Arthur, N. D.—The Northwestern Eltr. Co. is overhauling and repairing its eltr. A stone foundation is being put under it.

LaMoure, N. D.—The Farmers Eltr. Co. has been receiving bids for the erection of a 40,000-bu. eltr. Henry Hodem is secy.

Blaisdell, N. D.—A. A. Robinson, of Minot, is building a 25,000-bu. eltr. on the G. N. Ry. This is the first eltr. at this station.

Garrison, N. D.—The Farmers Eltr. Co. is building a 25,000-bu. eltr., making the sixth house here.—J. A. Reuter, mgr. Koenig & Co.

Lidgerwood, N. D.—The Farmers Grain & Fuel Co. has let the contract for the erection of its eltr. to the Salzer Lumber Co. for \$8,755.

Munich, N. D.—The National Eltr. Co., of Minneapolis, has purchased the eltrs. of Westfall & Durbin at Munich, Calvin Clyde and Sarles.

Valley City, N. D.—The Russell-Miller Milling Co. is building 2 steel storage tanks, each having capacity for 50,000 bus. in connection with its mill eltr.

Pekin, N. D.—The Osage Farmers Eltr. Co. incorporated, \$15,000 capital stock. Incorporators, F. J. Aslad, R. C. Brecken, P. O. Endstad, and others.

Crary, N. D.—The Nicholson Eltr. Co. is building an addition to its eltr. and will also build a warehouse in connection for handling ground feed, bran, flour, etc.

Sherwood, N. D.—The Sherwood Farmers Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, L. L. Goheen, H. M. Sheman, C. J. Baska, and others.

Munich, N. D.—G. S. Ressel has resigned his position as agt. for the Burgess Eltr. Co. and has gone to Minot, where he expects to engage in business for himself.

Leonard, N. D.—L. McClean, agt. for the Monarch Eltr. Co., who recently underwent an operation for appendicitis, recovering rapidly and expects to resume his duties in a month's time.

Pingree, N. D.—The Pingree Grain & Supply Co. has let the contract to Honstain Bros. for the erection of a 40,000-bu. eltr. A site has been purchased near

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the eltr. site for the erection of a feed mill.

Walhalla, N. D.—The firm operating the Walhalla Roller Mills, owned by J. F. Mager, has been reorganized and incorporated as the Walhalla Milling Co., with \$50,000 capital stock. The company will build a 40,000-bu. eltr. near the mill. The power plant is being improved and a spur will be put in from the G. N. Ry. tracks.

Harvey, N. D.—The Harvey Mercantile Co. will remodel a local warehouse into an eltr. having a capacity from 20,000 to 25,000 bus. Gackle & Billigmeier have let the contract for the erection of an eltr. L. Doering, of Goodrich, states that he has been granted a site and will build a modern eltr. before the new crop begins to move. This will give Harvey 8 eltrs. on the railroad right-of-way, beside the 2 and the mill which are off the railroad. —G. D. Riesland, agt. Farmers Co-operative Ass'n.

## OHIO.

Meet him at Put-in Bay.

Cincinnati, O.—Edw. Nagel will build an addition to his grain eltr.

The Ohio Coal Dealers Ass'n will also be at Put-in Bay at the same time.

Lebanon, O.—The eltr. of Lewis Bros. was damaged recently by fire. Loss \$1,500.

Kingman, Wilmington P. O., O.—H. W. Smith & Co. have succeeded H. H. Hollingsworth.

Woodford, O.—Mead & Woodward, of Norwalk, have purchased the eltr. of R. D. Sly of West Clarksfield.

Portsmouth, O.—H. S. Grimes and H. S. Grimes & Co. have removed to a new suite of offices in the Elks bldg.

Blanchester, O.—The warehouse of the Dewey Bros. Co. was burned recently causing a total loss; partially insured.

A representative of the Ohio Shippers Ass'n will explain Ohio's new Railroad Commission law at Put-in Bay July 5.

The local ass'n which captures the trophy cup at this meeting will be permitted to keep it—until the next meeting.

Sidney, O.—W. E. Persinger has moved to Sidney from Quincy to take charge of the track buying business of J. E. Wells & Co.

Toledo, O.—On July 1 the changes in the Toledo grades as published in the Grain Dealers Journal for Feb. 25, pages 242 and 243, will go into effect.

Rawson, O.—Chas. Watson, a farmer, has purchased the eltrs. of E. E. Crist, which has been operated for some time by C. B. Crist. The plant is being improved.

Palestine, O.—A. E. Loofbourrow, of Mt. Sterling, and W. W. Mogan have purchased the local eltr., which has been closed since the assignment of Tingley Bros. Mr. Mogan will have charge.

Ridgeton, O.—The Valparaiso Grain & Eltr. Co., of Valparaiso, Ind., has purchased the eltr. of Sneath & Cunningham, of Tiffin.—Chas. H. Lindner, pres. Valparaiso Grain & Eltr. Co.

Canton, O.—We have sold out our interest in the local eltr. to the Louisville Milling & Eltr. Co. Since then we have been giving almost all our time to the hay business.—Gehman & Shriver.

Columbus, O.—Telegrams asking that the Carmack amendment to the rate bill be retained recently were sent to Con-

gress by the executive committees of the Ohio Grain Dealers and the Ohio Shippers Ass'ns.

Pleasant Plain, O.—Geo. F. Howard, formerly in the wholesale and retail feed business in Cincinnati and later mgr. of a house for Dewey Bros. Co., has built a plant here and engaged in the grain business on his own account.—K.

In order to avoid getting lost when at Put-in Bay meeting of the National Hay and Ohio Grain Dealers Ass'ns secure an identification badge early. Then if you do get lost the Casino girls will bring you back to the hotel.

Representatives of the Ohio Agricultural Experiment Station will attend the annual meeting of the State Grain Dealers Ass'n at Put-in Bay in hope of devising a satisfactory plan for co-operating with the grain dealers of the state in assisting the farmers to the production of more and better grain.

Now that Ohio has a 2-cent railroad fare no effort will be made to obtain a cut rate for the annual meeting of the state ass'n at Put-in Bay. But those who go July 3 or 4 can obtain advantage of the 4th of July rate, which is about \$1.75 for the round trip from central Ohio points to Put-in Bay and return. This is cheaper than staying at home and dodging fire crackers.

Crop reports will receive considerable attention at the Annual Meeting of the Ohio Grain Dealers Ass'n at Put-in Bay July 5-7. Secy. McCord is collecting interesting data bearing on this subject and it is hoped that every member of the ass'n will come prepared to offer suggestions and give assistance in devising a practical plan for the grain dealers of the state to co-operate in securing more reliable crop reports.

If you have any new ideas of helping to promote the interests of the members of the trade incorporate your views in a motion to be presented to the Annual Meeting at Put-in Bay and prepare a live talk in support of your proposition. Do not depend entirely upon the officers of the organization to devise new and unheard of schemes for promoting your business interests. Do your share to help along the good cause.

The first session of the Annual Meeting of the Ohio Grain Dealers Ass'n will be called to order at Hotel Victory, Put-in Bay, 1:30 p. m., July 5th, continuing thru to 5 p. m., July 6th, hence it will be necessary for all members to go on Wednesday, July 4th and return on Saturday, July 7th. The Annual Meeting of the National Hay Ass'n convenes at the same place on the morning of the 3d and ends at noon on the 5th.

The Annual Meeting of the Ohio Grain Dealers Ass'n at Put-in Bay next week promises to be one of the best attended meetings the ass'n has ever had. A matter of importance which will receive much attention is that of supplying information to every member of each affiliated organization regarding the prices ruling at nearby stations each day. Such bulletins would keep all members in closer touch with existing values and result in more uniform prices prevailing over the entire state, and oftentimes assist a member to securing better prices for his grain.

Cleveland, O.—The eltr. of the Lake Shore Eltr. Co., at Glenville, burned June 12, with 15,000 bus. of grain, 400 tons of hay and straw, 200 tons of mill feed and 150 barrels of flour. The fire started in the annex, which was filled with hay and

straw, and before the arrival of the fire department had eaten its way into the eltr. proper, where the iron sidings of the building confined the blaze and made it hard to fight. Loss, \$20,000; insurance, \$11,000. The company, of which L. M. Faber and Geo. P. Hart are the principal stockholders, will rebuild as soon as the ruins are cleared away, but in the meantime will operate a temporary warehouse.

## OKLAHOMA

Fairmont, Okla.—W. B. Johnston has purchased the eltr. of Goltry & Sons.

Darrow, Okla.—Ames & Harmon are building a 10,000-bu. eltr.—Randels & Grubb, Enid.

Enid, Okla.—Alvin Harbour will have charge of the office of the Enid Wholesale Grain Co.

Breckenridge, Okla.—Randels & Grubb, of Enid, have purchased the eltrs. of Goltry & Sons at Breckenridge and Hunter.

Greenfield, Okla.—The Home Grain Co. has bot out the Watonga Grain Co. F. E. Greenfield has remained as agt. for the Home Grain Co.

Enid, Okla.—Weights and inspection were discussed at a special meeting of members of the Oklahoma & Indian Territory Grain Dealers Ass'n at this place June 6.

Mountain View, Okla.—The Farmers Union Co-operative Co. incorporated, \$25,000 capital stock, to deal in grain. Incorporators, Geo. W. Daniel, Chas. J. Strain, Steven H. Sadler, and others.

Drummond, Okla.—The Hobart Mill & Eltr. Co., of Hobart, has purchased the eltr. of the Linzee-Goodwin Grain Co., of Clinton. All the eltrs. here are now owned by milling companies. The Blackwell Mill & Eltr. Co., of Blackwell, is overhauling and repairing its eltr. here, putting brick bottoms in the bins, new foundations and pit timbers.—Drummond Mill & Eltr. Co.

## OREGON.

Portland, Ore.—An old charter party dated April, 1873, recently was discovered by James Laidlaw & Co. The charter was for the transportation of a wheat cargo from Portland to the United Kingdom at 97s 6d. Present rates are less than 28s.

## PENNSYLVANIA.

Pittsburg, Pa.—Quite a number of cars of grain reach this market ahead of invoices and drafts, but since the Pennsylvania railroad has issued strict instructions to agents to hold cars for the delivery of original Bs/L, shippers will do well to forward promptly the negotiable papers.

Pittsburg, Pa.—The Grain & Flour Exchange at its annual election June 12 chose the following board of managers: C. A. Foster, John Dickson, John Floyd, J. A. A. Geidel, W. W. Beatty, James Brown, James McCune, H. G. Morgan, T. J. Elwood, J. E. Guyton, W. N. Gordon, W. A. McCaffrey, S. C. Graham. The managers on June 14 elected the following officers: John Dickson, pres.; C. A. Foster, vice pres.; John Floyd, secy.; J. A. A. Geidel, treas. The report of Secy. Geidel shows the exchange to be in good financial condition. The standing committees will be appointed at the first meeting of the governors in July.

## PHILADELPHIA LETTER.

Just at this particular time the grain, feed, hay and straw markets are rather quiet, approaching dullness, but seemingly steady, and withal somewhat featureless.

P. R. Markley, of the firm of I. B. Pultz & Co., has been making an extended tour over the western states, and some of the wags on the grain floor have had the temerity to accuse the young man of matrimonial inclinations.

Captain William H. Cheeseman, the old time official grain weigher of the Commercial Exchange, after a visit to the national capital and Atlantic City by the sea, has been renewing former acquaintances among the farmers near Freehold, N. J.

After a pretty firm market in wheat, corn and oats there has been a slight lull in the heretofore strong conditions, and some of the wise men predict a weaker situation from now until the new crops are moving.

Some of the leaders here in the trade are making extensive arrangements to begin in the fall to boom alfalfa and all its preparations, though as yet there is very little of this dry weather India grass or clover grown in the East.

A new and uniform set of tariff charges on export grain from this port to take effect July 1 has been adopted by the Girard Point Elevator Co. and all the other storage establishments in the city. On mixed grain the rates are a shade lower than heretofore.

While the official representation to the hay convention, as announced by President King of the Commercial Exchange will attend in a body, a number of the full yard wide grain men expect to turn up at Put-in-Bay and among them Chief Grain Inspector William J. Duffy and his faithful assistant, Alex. Downing.

The recent advances in grain have had a tendency to check export demand, and just at present there are few foreign bids that can be worked. Our cousins abroad in the grain business, while they are on the continual lookout for first class stock, must have it at very reasonable figures, otherwise they turn to Russia, the Argentine and other sections for their supplies.

Watson W. Walton, E. L. Rogers, Harvey A. Miller, L. R. McFadden, I. M. Buckley and Samuel C. Woolman, delegates from the Commercial Exchange, representing the grain trade, and William J. Duffy, of the inspection department, through the medium of the Grain Dealers Journal desire to express their thanks for the hospitable treatment and the many kindnesses extended them while in attendance at the grain dealers national convention.—S. R. E.

## SOUTH DAKOTA.

Freeman, S. D.—Shanard Bros. have succeeded A. A. Truax.

Ethan, S. D.—Siberz Bros. & Craig have succeeded Siberz Bros.

Tea, S. D.—The Peavey Eltr. Co. contemplates building an eltr. here this summer.

Carthage, S. D.—J. T. Scroggs is building an eltr., the house to be completed by July 1.

Manfield, S. D.—The Atlas Eltr. Co. will replace its old eltr. with a more modern plant.

Fairview, S. D.—The Farmers Co-op-

erative Grain Co. has let the contract to the Younglove Construction Co. for the erection of a 25,000-bu. eltr.

Oldham, S. D.—Larkin & Thompson, of Madison, have purchased the mill of the Oldham Milling Co. The machinery will be removed and the building used for an eltr.

Colton, S. D.—The Farmers Eltr. Co. has been organized here and will either buy one of the eltrs. already here or will build. J. O. Berdahl, G. A. Aldrich, C. A. Berg, and others, are interested.

Madison, S. D.—The eltr. of the Farmers Alliance Warehouse Co. burned June 9, with about \$4,000 worth of grain and \$500 worth of coal. The building was valued at \$5,000. Insurance, \$6,500, on building and contents. It is reported that rebuilding will begin next month.

## SOUTHEAST.

Andalusia, Ala.—The eltr. for the Sessoms Grocery Co. has been completed.

Norfolk, Va.—It is rumored that the Norfolk & Western Ry. will erect a grain eltr. on a site recently purchased which has 2,000 ft. water frontage. It is said the present eltr. of the railroad company is inadequate to handle the grain business of the road. E. P. Mueller, of Milwaukee, Wis., contemplates establishing soon a feed milling plant with capacity of 20 carloads per day, the plant to cost about \$200,000.

## TENNESSEE.

Nashville, Tenn.—The first car of new wheat received over the I. C. Ry. arrived here June 22. It was consigned to the Tri-State Milling Co. and sold for 80 cents. It was raised in Davidson county and was of good quality.

Nashville, Tenn.—R. M. Samuels, grain merchant, is building a 30,000-bu. eltr., which is to be completed by Sept. 1. The plant will cost \$25,000 and will be constructed of cement, iron and lumber, the eltr. to be covered with galvanized iron.

Memphis, Tenn.—The smoker and luncheon tendered the delegates to the annual convention of the Fraternity of Operative Millers by the Merchants Exchange on the night of June 6 was a success in every respect. About 300 were present.

## TEXAS.

Notes on the annual meeting of the Texas Grain Dealers Ass'n are published elsewhere in this number.

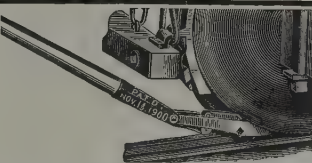
Temple, Tex.—The first new wheat was marketed June 6. A. J. Luke who sold the grain to the Werkheiser-Polk Milling Co. at 85 cents per bu. declared that wheat pays better than 12-cent cotton. His yield was 3½ bus. per acre.

Beaumont, Tex.—Gustave A. Jahn, vice-pres. and general mgr. of the Atlantic Rice Mills, died June 16 at New York, of heart failure. Mr. Jahn was the senior member of the New York firm of Gustave A. Jahn & Co., brokers and dealers in rice. He built the local mills several years ago and was a national authority on rice.

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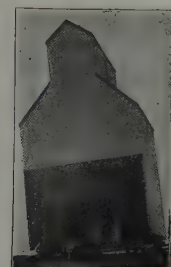
## PURIFYING SYSTEM

and thus fortifying themselves against competition and picking the plums the other fellow cannot reach. There are too many stained oats in this year's crop to permit of fair margins without purifying. Write us for descriptive booklet and samples. It's worth your while.

## Caldwell & Barr

Earl Park, Indiana.

NOTE.—We have been granted and now own four U. S. Letters Patents covering the art and mechanism for purifying grain. Unauthorized parties who do not own any patents, and who have no license to operate under any patents, are endeavoring to construct and sell purifying or bleaching plants. Elevator owners, in order to protect themselves, should compel such unauthorized parties to give them a thoroughly good and responsible indemnifying bond against costs of infringement suits and damages, as we shall institute infringement proceedings against elevator owners in every case where our patents are infringed.



## Elevator Mover

Elevators and other large buildings moved from one location to another.

Work guaranteed.  
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**WASHINGTON.**

Ephrata, Wash.—The Everett Milling Co., of Everett, will build a 50x100 ft. warehouse.

Kahlotus, Wash.—F. B. Thorp, of Colfax, will have charge of the warehouse to be built here by Kerr, Gifford & Co.

Cunningham, Wash.—The farmers are organizing a company to build an eltr. plant. Steel storage tanks will be erected.

Lacrosse, Wash.—Kerr, Gifford & Co., the Interior Warehouse Co. and the Northwestern Warehouse Co. will build warehouses here this season.

Seattle, Wash.—The state railway commission held a meeting June 6 to review the testimony to be offered covering the joint wheat rate at the Colfax hearing.

Goldendale, Wash.—The Supreme Court of Washington has affirmed the decision of the lower court against the Klickitat Warehouse Co., in its suit against the county to enjoin the sale of two warehouses at this place and Centerville for taxes. The company alleged that the taxes shud have been assessed against the former owners, Balfour, Guthrie & Co.

**WISCONSIN.**

Milwaukee, Wis.—Timothy W. Goodrich, of the Wm. O. Goodrich Linseed Oil Works for many years and a prominent member of the Chamber of Commerce, died recently.

Superior, Wis.—H. A. Johnson, W. R. Fanning and Samuel Crumpton are candidates to succeed Homer Andrew as a member of the Wisconsin Grain & Warehouse Commission.

Madison, Wis.—Assemblyman O. G. Kinney of Colfax has filed complaint with the state railroad commission that the rate of the Wisconsin Central on grain from Colfax to Milwaukee is illegally high.

Superior, Wis.—Chas. Larson, an oiler at the Republic Eltr., was seriously, if not fatally, injured June 7 by having his clothing caught in a shaft at the eltr. He was wound about the shaft and several bones were broken.

Milwaukee, Wis.—Chas. A. Eaton, of Butcher & Co., Minneapolis, Eugene G. Brady, a broker at Ironwood, Mich., Chas. D. Simmonds and Paul T. Johnson have been admitted to membership in the Milwaukee Chamber of Commerce.

Milwaukee, Wis.—The annual report of the Chamber of Commerce, just issued by Secy. W. J. Langson, severely criticises the new rule of the Chicago Board of Trade forbidding members of the Chicago Board trading in Milwaukee.

Superior, Wis.—E. B. Kennefic and others, from North Dakota, have purchased for about \$35,000 Eltr. T from McCarthy Bros., of Minneapolis. The eltr. is located on the G. N. Ry. and has capacity for 50,000 bus. It has been used for mixing grain. The new owners are said to own and operate a line of eltrs. in North Dakota, and will operate this house in connection with the country houses. S. P. Christensen, chief inspector of the Wisconsin Grain & Warehouse Commission, and other grain officials are said to be in the new company.

Madison, Wis.—On complaint of the Loftus-Hubbard Eltr. Co., of St. Paul, Minn., the Wisconsin Railroad Commission has decided that "when a shipper orders a car for a certain purpose, and definitely indicates this purpose to the railroad company, the company should be

compelled to furnish a car which will serve the purpose fully and completely and not partially or not at all, or only at an additional expense. We regard it as the duty of a railroad company to make the car furnished to the shipper fit the exact order of the shipper, unless extraordinary circumstances prevent its doing so, in which case equitable adjustment should be made. We do not regard it an equitable adjustment to send a man who desires to ship hay a car which will hold only 16,000 pounds or 18,000 pounds when properly loaded, and then charge him freight on 20,000 pounds."

**Exports and Imports of Hay.**

Exports of hay for the 10 months prior to May 1 have been 59,689 tons; against 56,386 for the corresponding months of 1904-5.

Imports have been 49,308 tons; against 40,721 for the corresponding months of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

**Exports of Oil Cake and Corn Oil.**

During the 10 months prior to May 1 we exported 39,000,000 lbs. corn oil cake and 652,616,000 lbs. linseed oil cake, against 18,719,000 lbs. corn oil cake and 551,815,000 lbs. linseed oil cake during the corresponding period of 1904-5.

Corn oil amounting to 3,270,000 galls. was exported during the 10 months, against 2,353,000 galls. during the corresponding period of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

**Exports.**

Buckwheat amounting to 633,000 bus. was exported during the 10 months prior to May 1, compared with 307,700 bus. for the corresponding months of 1904-5.

Broom corn valued at \$206,500 was exported during the 10 months, against \$199,000 worth for the corresponding period of 1904-5.

Exports of glucose for April were nearly twice those of April, 1905; and for the 10 months have been 163,675,000 lbs., compared with 138,420,000 lbs. for the corresponding period of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

Malt amounting to 808,500 bus. was exported during the 10 months, compared with 395,200 bus. exported during the 10 months prior to May 1, 1905.

Edwin S. Holmes, Jr., former statistician of the Dept. of Agri., has pleaded not guilty to the indictment for conspiracy in connection with giving advance information of crop reports.

Senators La Follette and McCumber have introduced resolutions providing for the investigation of the close relations alleged by them to exist between the grain carrying railroads and the operators of elevators. Senator La Follette's resolution directs the Interstate Commerce Commission to make the investigation of rebates, discrimination in car supply, side tracks and elevator privileges, and provides an appropriation of \$25,000 for the expense. Senator McCumber's resolution directs the secy. of the Dept. of Commerce and Labor to investigate the weighing, inspection, grading, dockage and mixing of grain.

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It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

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tells you what to do and how to do it when your engine gets out of order. It also tells all about the care and operation of a gas or gasoline engine.

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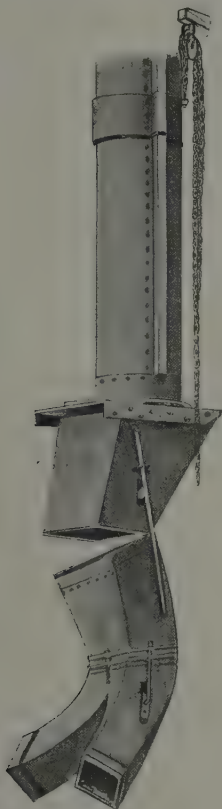
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## Improved Bifurcated Loading Spout.

A loading spout that will fill a car clear to the roof without shoveling is illustrated in the engraving herewith. For 20 years this spout, known as the Sandmeyer Bifurcated Grain Spout, has been in use in the larger elevators of this and other countries.

As now manufactured this spout possesses many improvements over the spout patented in 1882. The spout is provided with a telescoping sleeve and has a switch valve in the top section. By changing the position of the valve the operator can throw all the grain to one end of the car,



or set it to load the ends in any proportion.

Cars of different sizes and heights are equally well loaded by raising or lowering the spout at the telescoping joint by means of the chain and pulley. The smallest car door will admit the spout, the sections being made adjustable.

Adjustments are made from the outside of the car, enabling the operator to avoid the dust. When a car has been loaded the spout drops out of the car by its own weight, by the removal of the prop that holds it in position. A turnhead permits loading cars on two tracks.

The spout is lined thruout with heavy steel, made so it can be removed when a new lining is required. This renewal is easy and makes the spout practically as good as new. With a fall of 25 ft. or more from the shipping bin to the car this spout is said to load a car to its fullest capacity without shoveling. Additional information regarding the improved spout will be given on application to the manufacturers, The Dickson Co.

## Crop Reports.

### Arkansas.

Prescott, Ark.—All crops in fine condition; good season and doing nicely. We grow only oats, corn and cotton; our main crop is cotton.—Wm. Gee, of Wm. Gee & Son.

### Canada.

Winnipeg, Man.—General crop conditions are good. Wheat promises good to extra good, was damaged some by wire worm in spots. Late heavy rains will prevent the worm doing further harm. Hard frosts late in May did some damage to the early sown oats and barley; some fields have been re-sown and some are thin. Grain on certain soils suffered most. Some farmers have not sown their barley yet and will not sow before June 10, or later. The little fall wheat sown in Manitoba and Saskatchewan is about a total failure; the crop is good in Ontario.—Campbell & McLean.

### Iowa.

Sutherland, Ia.—Grain here has never looked better, with the exception of corn. Some sections were put back by wind and hail, but it is growing rapidly since the warm weather. Are going to have more timothy in this section than last year, and less barley and wheat, with an increase in oats.—Edw. L. Propp, agt. Western Eltr. Co.

Rose Hill, Ia.—Acreage of corn this year is about 20% more than 1905. Corn planting nearly all done May 25; ground in better condition than for the last 3 or 4 years. Corn good stand; no replant that I have heard of; prospects at present the best in several years. Oats not so large an acreage as in 1905; prospects fair. Fall wheat good; spring fair; not enough wheat raised in this vicinity for home consumption; hardly any ever shipped. Rye good acreage; very small; looks good. Barley fair; what is raised here is badly mixed with oats and sells only for feed. Corn is selling here for 50 cents per bu; oats, 24 to 27 cents; barley 32-35 cents. Quite a lot of corn was shipped in here this year for the feeders. All crops are doing finely.—T. Beatty.

### Kansas.

Jennings, Kan.—Crops in western Kansas are generally fair; corn and oats being best. Winter wheat is very thin, a great deal being plowed up and put into corn. Macaroni wheat is doing nicely; think will be a good yield. First crop of alfalfa being cut; is an excellent crop.—W. J. Newton, agt. Nebraska Eltr. Co.

La Crosse, Kan.—About 15,000 acres of wheat were sown in this township and about 2/3 of this was plowed up and put in spring crop of oats, barley, kaffir corn and cane, which look fairly well. The wheat that was left will possibly make from 6 to 8 bus. per acre. What corn was planted looks well and is clean. We have had enough rain to keep the crops doing well, but must have lots of rain from now on to make crops. The condition north for 20 miles and west for 30 miles is about the same as here, but south and east the wheat was not blown out as bad and looks fine. Lots of fields make 20 bus. to the acre.—Agt. Thorstenberg Grain Co.

### Kentucky.

Auburn, Ky.—Have had but few times in recent years when the prospect for wheat was better at this state of its advancement than it is now in Logan county. Old stock is completely exhausted, except a little left in mill eltrs.—Chas. E. Bates, mgr. Auburn Mills.

### Michigan.

Petersburg, Mich.—The crop prospects here June 6 are: Wheat acreage 60%; condition, 100%. Rye, acreage 76%; condition, 100%. Oats, acreage 80%; condition, 95%. Corn, acreage 90%; condition, 100%. Grass, condition 80%. Present showers and warm weather will improve the late planted crops.—H. E. Symons.

### North Dakota.

Garrison, N. D.—At present the crops are fine. Prospects are better now than any time in 20 years. Most of the flax is sown. The oats and wheat are looking nicely. The acreage is more than double what it was last year and at present there are about 25 steam breakers at work within 15 miles of town.—J. A. Reuter, mgr. Koenig & Co.

Argentine exports of wheat for 12 months prior to June 1 have been 113,000,000 bus.; compared with 93,500,000 bus. for the corresponding period of 1904-5.

## The Burlington Route

calls attention to manufacturers seeking a new location to its Industrial Department. This department is established for the benefit of manufacturers. Information on the three Rs of manufacturing—Power, Raw Material, Market—can be had by writing

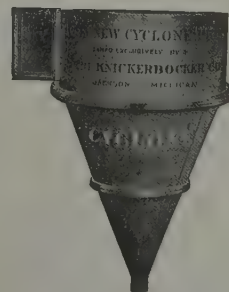


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PARALYSIS**



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**The Knickerbocker Co.**  
Jackson, Mich.



## Better Crop Reports.

BY GEO. A. WELLS, DES MOINES, IA.

The grain crops are the most important of the world's natural products, the surplus production of which is sold in all countries and the universal demand that now exists makes the question of information regarding the promise of crops, and the final production, extremely important as an economic factor in distribution.

Crop estimates and statistics are compiled by the Federal Government, some of the states, and by numerous private interests.

The work done under supervision of the Federal Government has been subject to more or less criticism, as being incompetent, and that the results obtained are in variance with facts. However that may be, there has been a large opportunity for improvement and much improvement has been accomplished by the Agricultural Dept. during the past year or two.

Estimates compiled by private interests are subject to a wide range of accuracy and reliability, being subject to wilful misrepresentations for speculative purposes.

I find that critics are more numerous than experts, and that chronic kickers are abroad in the land.

The absence of a universal, uniform basis of compiling estimates is the cause of much confusion, and the lack of knowledge regarding the particular basis used in each compilation results in misconception, as well as confusion.

The method of compiling estimates by making comparison by percentages is most generally used, the method of compiling by enumeration being subject to serious errors incident to clerical computations.

Government estimates are computed on a percentage basis as compared with a full normal growing condition based at 100. Another basis that is used is the comparison with an averaged condition based at 100, while still another basis is the comparison with the "last year's" condition based at 100. Thus it may be readily seen how different reports giving percentage estimates, without any indications as to the basis used, may show quite different results.

Crop reports in a sense are at best only guesses, nevertheless an intelligent computation of averages does closely approximate the facts.

The geographical unit is an important item in compiling estimates by computing averages, and the smaller the unit, the more accurate will be the results; for example, averaged reports compiled for each township and the township reports thus compiled averaged to obtain the result for the county, and the county reports then averaged to obtain the final result for the state, properly computed with the acreages, will give more accurate results than to compile all the original reports miscellaneous, using the township as the geographical unit. Many private crop reports are incorrect because of being compiled without proper consideration for the geographical unit and the acreage.

The Agricultural Dept. at Washington under the supervision of the Bureau of Statistics has established an elaborate system of gathering and compiling reports on growing crop conditions, final estimates, etc., which would seem to be as nearly complete in detail as possible, and perhaps more consistently arranged than could be established by any supervision other than the Federal Government.

**Government Methods of Crop Reporting.** The Bureau of Statistics issues each year detailed reports relating to agricultural conditions throughout the United States, the data upon which these statements are based being obtained through a special field service, a corps of State statistical agents, and through a very large body of voluntary correspondents, comprised of the following classes: County correspondents, township correspondents, individual farmers, and special cotton correspondents.

A special field service is composed of ten traveling agents, each assigned to report for a given group of states. They are especially qualified in statistical training and practical knowledge of crops. They systematically travel over the districts assigned to them, carefully note the development of each crop, and keep in close touch with best-informed opinion, and render written and telegraphic reports monthly and at such other times as is required.

The state statistical agents are paid agents located in forty-three of the states. Each of these reports for his state as a unit and maintains a corps of correspondents entirely independent of those reporting directly to the Department at Washington. These State statistical aids report

each month direct to the State agent and schedules furnished them. These are then tabulated and weighted according to the relative product or area of the given crop in each county reported, and summarized for the use of the state agent. Then he coordinates and analyzes them in the light of his own knowledge of conditions derived from personal observation and other sources, and prepared his monthly and other written and telegraphic reports to the Dept.

There are in the United States approximately 2,800 counties of agricultural importance. In each of these counties the Dept. has a principal county correspondent who maintains an organization of several assistants. These county correspondents are selected with special reference to their qualifications and constitute an efficient branch of the crop-reporting service. They make the county the geographical unit of their reports, and after obtaining data each month from their assistants and supplementing this with information obtained from their own observation and knowledge, they report directly to the Dept. at Washington.

In the township and voting precincts in the United States in which farming operations are extensively carried on the Dept. has township correspondents who make the township or precinct the basis of their reports, which they also send to the Bureau of Statistics each month.

Finally at the end of the growing season a large number of individual farmers and planters report on the results of their own individual farming operations during the year.

**Scope of Government Crop Reports:** Eleven reports on the principal crops are received yearly from each of the special field agents, county correspondents, state statistical agents, and township correspondents, and one report relating to the acreage and production of general crops is received during the year from individual farmers.

The general plan thus adopted by the Federal Government certainly provides for much opportunity to compute the averages and verify them in different ways, and I believe that so far as the plan itself is concerned, the critic would hardly find much opportunity for suggestion, the important question being the efficiency of the service rendered by the reporters and the discipline exercised by the Government.

It is contended by some critics that the agricultural department is hampered in making the greatest success of this work by politics, and that the positions under this Department are dealt out as political patronage.

Another suggestion regarding the general plan is that the Government should undertake only a compilation of two annual reports, one on acreage and another on final production, and leave the whole field of growing conditions and prospective yields to the state supervision and private sources.

It may be well to consider in this connection the idea that the state crop service and weather bureau combined, as it is conducted in the state of Iowa, which is the only state where the Weather and Crop Service Bureaus are combined, gives a larger opportunity for efficiency than if the two departments are entirely separate, with the crop service entirely under the supervision of the Federal Government.

The Climatological records when well understood by the crop statistician are of great assistance in compiling estimates of growing conditions, and there is much to recommend the idea of the state supervision of compiling estimates of growing conditions, and prospective yields, operating the state crop service and weather bureaus in conjunction under one director rather than under direct supervision of the Federal Government.

The Government basis of 100 as representing a full normal growing condition is the principal subject of general criticism and not well understood. It does not seem to give a satisfactory and conclusive basis for final numerical reduction.

W. M. Hayes, Assist. Secretary, Dept. of Agri., writes regarding this question as follows:

"It is impracticable to use in our system of statistics and given as a basis because the basis would have to be changed with every locality from which our percentage reports come.

"100 is used as a basis of full normal condition. The language describing the normal has heretofore been somewhat unfortunate. The normal is favorable in season, in well prepared soil with climatic conditions good would be considered to have a present chance of making a full normal crop, a 100 percent crop. As the months go on, and unfortunate climatic

conditions or insect pests injure the crop, it no longer has a chance of a full normal crop and the reporters indicate this by giving a percentage less than 100. In rare cases the crop conditions remain so excellent that a percentage is given slightly above that of full normal."

The basis thus used by the Government even when fully understood does not give a result that is satisfactory when it is desired to reduce the estimate thus compiled to numerical figures to show the probable final crop production.

If the term "normal condition" represents a full crop matured under perfect growing conditions, the question of how to compute numerical reduction is uncertain. Who can say what the full normal crop is?

It may consistently be contended, however, from a Government standpoint, that the Government cannot indulge in speculative possibilities and establish figures representing such possibilities. If accurate reports of growing conditions are promulgated, the speculative possibility, which is a necessary factor in the grain trade, should be computed outside of Government or State supervision, but the general basis of such computation should in my opinion be more thoroughly promulgated by the Government.

It would perhaps be possible and consistent for the Government to establish figures representing approximately the yield per acre of a "normal crop," which would be a crop grown under continuous perfect growing conditions, and that these figures be established for each state, which if computed with the acreages would also give the "normal crop" yields for the United States.

The "normal" or perfect growing "condition" as used by the Government would seem to be the most definite and substantial basis that can be used, for the reason that expert judgment and analysis should accurately determine whether the growing conditions are perfect or otherwise, and compute closely the percentage of comparison on the basis of 100 for "normal growing conditions."

It has been suggested that the best basis for comparison to be used is "last year's crop condition," and I am using this basis in compiling crop reports for the Iowa Grain Dealers Ass'n, but I recognize that such individual reports as received from reporters are simply guesses without being based on positive fundamental facts, and the only redeeming feature of an estimate based on such reports is that the computation of the averages may closely approximate the facts, while the Government basis has the advantage of both fundamental fact and computation averages.

## Books Received

**COMMERCIAL FERTILIZERS.**—No user of or dealer in fertilizer can afford to be without the 72-page pamphlet giving analyses of every brand of fertilizer sold in Indiana as tested by the state chemist, in Bulletin No. 112 of the Purdue University, Lafayette, Ind.

**CEREALS AND FORAGE PLANTS.**—The regular work of the So. Dak. Agri. Exp. Sta. at Highmore, Hyde Co., S. D., which was established 7 years ago to test drought resistant crops, is outlined in Bulletin No. 96 recently issued by the So. Dak. Agri. College. Red clover, millet, corn, sorghum, durum wheat, emmer or spelt, and winter grains have been grown. About half of the grain plots were devoted to tests of durum wheat, nearly 49 varieties of which have been on trial for 3 years or more. When the rainfall is too heavy it was found that durum wheat makes too rank a growth of straw and succumbs to attacks of rust, scab and other fungous diseases. In 1904 at Highmore only one of the 49 varieties tested less than 60 lbs. per bu., while at Brookings the same year of the same varieties with about the same average yield, but one variety tested as much as 60 lbs. per bu. Hardy varieties of winter rye offer considerable promise for the part of the state from the James River west. This bulletin is sent free on application to the director at Brookings, S. D.

## Supply Trade

The springtime of a man's business is when he starts to advertise.

The Barnard & Leas Mfg. Co., of Moline, Ill., contemplates building a foundry. The E. & T. Fairbanks Scale Co. has declared a quarterly dividend of \$6 per share, being an increase of \$1.

A complete stock of the Western Corn Shellers and Cleaners now is carried by the Union Iron Works of Decatur, Ill., at 1221-1223 Union av., Kansas City, Mo.

The Doyle Dryer Mfg. Co. has been formed at Duluth, Minn., to build a malt kiln invented by James C. Doyle. The capital stock is \$50,000, and the incorporators are J. C. Doyle, Joseph Hayes, H. W. Drake, Chas. Evered and Joseph Sellwood.

The Foos Gas Engine Co., of Springfield, O., recently suffered the loss of its blacksmith shop by fire. The company is behind orders; and is fortunate in being able to resume blacksmith operations within 10 hours after the shop was destroyed.

The Mechanical Loading & Trimming Corporation has been formed at Norfolk, Va., with \$200,000 capital stock, to manufacture the Turner Cargo Trimming Machine, invented by C. A. Turner of Norfolk. The machine does away with hand labor in the loading of bulk cargoes.

You can't write the advertising of a house and make it news unless you actually live the business. Your advertising is not a thing apart from your enterprise. It is your enterprise. Successful advertising is enthusiasm and pluck and aggressiveness and the other qualities which ring true and genuine and sincere. It is a contagion which you yourself create, and which, if sincerely spread, no power under heaven can stop.

The Weller Mfg. Co., of Chicago, Ill., is enjoying a great increase in the volume of its business. It has recently installed thousands of dollars worth of new machinery, which give to it much greater capacity and added facilities for manufacturing all kinds of grain elevator apparatus, as well as its extensive line of elevating, conveying, and power transmitting machinery. Rapidly increasing trade has compelled the company to enlarge its plant so it will be able to fill orders more promptly than ever.

John Wilson of Leavenworth, Kan., pres. of the Great Western Mfg. Co., died June 7, aged 78 years. Mr. Wilson was born in Pennsylvania, where he conducted a country store until he removed to Leavenworth at the age of 26 and bot a tract of land. He built the first business block in the city and engaged in the hardware trade, remaining at the head of the firm until he withdrew in 1869 to become a partner in the Great Western Mfg. Co. He was vice pres. of the Leavenworth National Bank, which he assisted to organize. Mr. Wilson is survived by a wife and two sons, Howard and Samuel, the latter being secy. of the Great Western Mfg. Co.

The increasing importance of the southern and southwestern trade, owing to the rapid development of those sec-

tions, has led to the establishment of a branch office in St. Louis by the Weller Mfg. Co., of Chicago, Ill., manufacturers of elevating and conveying machinery. While this company has for years been an important factor in the machinery trade throughout the above territory, it is the company's intention to give this field more attention than ever before. It is anticipated that the establishment of a direct branch office, giving its undivided attention to the particular requirements of the south and southwest, will be appreciated by the trade throughout those sections. The new office is located in the Fullerton building, 7th and Pine sts., in the heart of the business district, and a cordial invitation is extended to its friends and customers to make it their headquarters while visiting St. Louis.

### Attaching B L to Claim.

Shippers who attach the original documents to their claims for loss or damage and overcharges often are rewarded for their kindness by learning months after that the claim department of the railroad has lost the papers.

Often the original B/L and freight bill are necessary to a proper presentation of the proof of loss and to place the responsibility where it belongs, so that shippers will welcome the recent decision of the Supreme Court of South Carolina that claimant need not attach to his claim the freight bill and B/L.

A shipper at Winnsboro, S. C., left a claim with the station agent, and the latter wrote a note, "Attach freight bill and B/L and I will pay you." The plaintiff refused to comply with that request and the claim was not paid. The agent testified that the practice of the railway company was to demand the freight bill, invoice and original B/L before payment of the claim, to protect against bogus claims.

Judge Jones said: A carrier has not (in the absence of a valid contract or statute to that effect, the right to demand a surrender of the B/L upon a partial delivery of the goods covered thereby. In this case there was neither tender of the goods lost nor of their value. A B/L is evidence of the consignee's right to a delivery of the goods covered thereby, and the consignee has the right to retain possession thereof until the carrier has performed its obligation. It would be valuable evidence in behalf of the claimant, in the event of a suit to recover for loss of or damage to goods. So likewise the freight receipt, containing defendant's admission of the shortage in the shipment, was evidence valuable to the claimant in the event of a suit. Moreover, the carrier ordinarily has ready means of ascertaining whether it is justly liable to pay the claim as presented, without the presentation of the freight receipt and the B/L.—*Hawes v. Southern Ry.* 53 S. E. 285.

A bill, making it a misdemeanor for any person to keep an establishment for the purpose of dealing in cotton futures, was introduced into the House of Representatives at Washington May 14 by Representative Heflin, of Alabama. It provides that any person that buys or sells cotton for speculation under the plan known as cotton futures shall be deemed guilty of keeping and running a gambling house and shall be fined not less than \$5,000 and shall be imprisoned for a period of 10 years.

**DO YOU USE  
SAMPLE ENVELOPES?  
Try Us!  
SECURITY ENVELOPE CO.  
MINNEAPOLIS, MINN.**



### The Minster Machine Company, Minster, Ohio

Mfrs. of the Minster Friction Clutch Pulley Friction Cut Off Couplings; Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc. can be attached. Catalog and prices on application.



### Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., South Bend, Ind.

## SEAL YOUR SHIPMENTS SECURITY SEALS ARE SELF-LOCKING



No instrument needed. Adapted for any kind of car door. Tampering cannot be concealed. Fastening quick and certain. Your own name and number on face. Selling everywhere.

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## When in Trouble

Or when you need an investigation or settlement made, write me or call up Long Distance Phone Harrison 5022.

Misunderstandings arise wherein EXPERT ADVICE and ADJUSTMENT is invaluable.

I am equipped to serve you promptly and intelligently.

The Chicago Daily News, March 22, 1906, said:

"Mr. Hill has had a long experience in adjusting complicated cases for the Board of Trade, and this, together with his comprehensive knowledge of the rules, customs and working principles of the various leading trading organizations, qualifies him to render expert advice and supply information of great value."

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## Grain Carriers

The level of Lake Huron is about  $\frac{1}{2}$  foot higher than last year.

A freight car earns about \$2.12 per day, according to J. W. Midgley.

The house on June 12 sent the rate bill back to conference by a vote of 184 to 99.

Season contracts were signed recently by the Marine Firemen's Union, completing agreements with all lake labor.

The Sioux City and Ashland extension of the Great Northern, 103 mi., was completed June 12. The line will be operated by the C., B. & Q.

Dredging contracts let by the government require the removal of 15,000,000 cubic yards from Fort William harbor, the largest dredging job on the lakes.

Most of the grain being shipped from the head of Lake Superior at present is taken out by lake boats. Grain cargoes have been offered more freely at Chicago.

The C., B. & Q. R. R. and four packing companies were found guilty of giving and receiving rebates at Kansas City June 13, and it is expected that heavy fines will be imposed.

Bids will be received until July 24 for the widening of the government ship canal at Sault Ste. Marie, Mich., an improvement that has long been urged by the marine interests. The work is to be completed by Aug. 31, 1908.

The Business Men's League of St. Louis has called a convention of the commercial bodies and river improvement ass'ns of the Mississippi valley at St. Louis, Mo., Nov. 15 and 16, to promote the deep water canal from Chicago to the gulf. Does Congressman Lorimer want the contract?

The charter of the Montreal, Ottawa & Georgian Bay Canal Co. has been extended by the railway committee of the commons, permitting work to begin at any time before May 1, 1908. The cost of the projected 20 ft. waterway is \$100,000,000. It will give a direct route between the upper lakes and the St. Lawrence river.

The Toledo Produce Exchange has sent the following message to Senator B. R. Tillman: We respectfully petition the senate and house conference committee to retain and enact into law the amendment to the railroad rate bill, whereby common carriers are prohibited from limiting their common law liability by any form of B/L or condition inserted therein.

A Milwaukee grain firm, which has had a claim against an Ohio railroad for several years, recently received the following brazen assurances from the headquarters of the road: "As this claim has already passed thru five years of inquiry and consideration, we are of the opinion that a few months longer will not do any harm."

Notice that elevation charges at the Missouri River would be discontinued was given June 16 by the western roads, with the important exception of the Union Pacific. The latter road for many years has granted the Omaha Elevator Co. 1 $\frac{1}{4}$  cents per 100 pounds at Council Bluffs, Ia., and the Midland Eltr. Co. at Kansas City. The roads have not set the date when the order is to become effective.

The court review provision of the new Ohio railroad commission law is: Any railroad or other party aggrieved by an order may within 60 days proceed against the commission in the Court of Common Pleas. Actions under this section have precedence over any civil cause of different nature pending in the court. If on trial new evidence is presented, the court shall send the evidence to the commission and postpone action for 15 days. In all cases under this section the burden of proof shall be on the plaintiff.

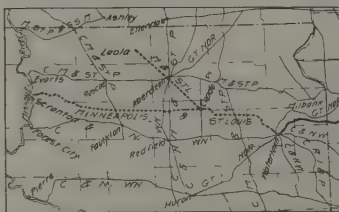
The Boston & Maine has issued the following notice: In effect July 1 the per diem charge the New England railroads will be obliged to pay to the owners of cars will be increased from 20 cents to 25 cents per diem, and the Boston & Maine hereby gives notice that, effective on that date, all arrangements for holding freight in transit at junction or other points will be amended as follows: Cars held in transit for purpose of diversion will be charged for at the rate of 25 cents per car per day, until ordered forward or until the expiration of 6 days. The 6 day period includes Sundays and legal holidays. If not ordered forward at the expiration of 6 days a charge of \$1 per car per day, exclusive of Sundays and legal holidays, will be made for each day thereafter until ordered forward. The time will be computed from the hour of arrival at holding point until receipt of forwarding order by the agent at holding point. The above charge will be expensed forward by the agent at holding point and the amount included in monthly reports to the auditor of freight accounts. Agents at destination will make a separate voucher for consignee covering such charges. On arrival of cars at final destination, the usual car service rules will apply as heretofore.

### Extension of M. & St. L. in South Dakota.

The map herewith shows in dotted line the extension of the Minneapolis & St. Louis Railroad in South Dakota, which is now under construction.

From Watertown, S. D., the new line runs northwest thru Conde and Aberdeen to Leola, a distance of 114 miles, with a branch from Conde west to Scranton on the Missouri River, 115 miles, a total of 230 miles, penetrating a splendid grain country.

The Missouri River line lies midway between the Milwaukee and the North-



western roads, about 40 miles apart, and many grain elevators will be built along the new line to buy wheat from the thrifty farmers who hitherto have been hauling grain long distances to the pioneer roads.

An explosion cracked the hollow iron base of a 16 h.p. gasoline engine in the warehouse of Mangelsdorf Bros., at Atchison, Kan., and it had to be replaced, but otherwise the engine was not damaged. The cause of the explosion, which occurred in the base of the engine, is not known.

### Geo. Beyer in the Role of Salesman.

Many of our readers will recognize in the accompanying portrait the well known features of Geo. Beyer, who for twenty years was engaged in the grain business at De Pue, Ill. During his term as Secretary of the Illinois Grain Dealers Ass'n he became impressed with the many com-



Geo. Beyer, Depue, Ill.

plaints of shortages emanating from country shippers, and in seeking a remedy found that a great many shippers were not equipped with shipping scales that could be relied upon to give correct weights.

Having found in the McLeod Automatic Scale a solution of the weight problem as far as his own elevator was concerned, and desiring to assist his fellow dealers in securing relief from shortages at terminal markets, he has recently purchased a controlling interest in the McLeod Automatic Scale Co., and moved the factory from Marietta, Kas., to Peru, Ill., where he will act as General Sales Agent.

### Exports of Breadstuffs.

Our exports of breadstuffs during the 11 months prior to June 1 included 33,795,000 bus. wheat, 114,745,000 bus. corn, 45,209,000 bus. oats, 1,210,000 bus. rye, 17,056,000 bus. barley and 12,870,000 bbls. wheat flour; compared with 4,382,000 bus. wheat, 84,161,000 bus. corn, 3,691,000 bus. oats, 1,361 bus. rye, 10,040,000 bus. barley and 8,181,000 bbls. wheat flour, during the corresponding months of 1904-5.

The total value of breadstuffs exported during the 11 months was \$170,022,000, compared with \$94,858,000 during the corresponding period of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

May exports of wheat were 1,685,000 bus. against 123,000 bus. for May, 1905, while exports of corn for the month show a decrease from 6,504,000 bus. last year to 5,000,000 bus. May this year.

Japan's new tariff will make very slight increases in the duties on grains, but more on flour.

Storage of 2,000,000 bus. has recently been added to the plant of the Liverpool Grain Storage & Transit Co. at Liverpool, Eng.

Rumors have it that James Wilson is to be removed from the Dept. of Agri. and Gifford Pinchot appointed as secy. in place.

# Country Shippers

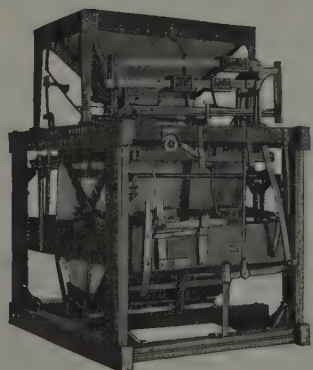
Q Are your facilities for weighing your grain shipments such that you can rely upon to give you correct weights on every load?

Q Can you afford longer to conduct your business in the dark?

Q During my travels over the country as Secretary of the Illinois Grain Dealers Association, nothing so perplexed and distressed me as the frequent complaints of shortages in shipments from dealers whom I knew had no facilities for weighing out grain. I knew the complainants to be honest, but I could not always feel certain that their complaints were founded on more than suspicion.

Q Having operated an elevator at DePue, Ill. for 20 years, I recognize the full importance of reliable facilities for weighing all grain shipped, and in the **McLeod Automatic Scale** I have found an inexpensive device for determining the correct weight, hence I have purchased an interest in it and will be identified with its manufacture and have charge of its sale henceforth. Now we have sufficient faith in our scale to put them in on 30 days' trial and guarantee them to weigh correctly. Can any elevator man in need of weighing facilities ask more?

Q I shall be pleased to hear from all my many friends in the trade, and to learn their needs in this line, for I am certain we can assist you to an exact knowledge of how much you are shipping.



Q All terminal markets have greatly improved their weighing facilities and now it is the shippers turn. Let us hear from you.

**GEORGE BEYER, Sales Agent**

**The McLeod Automatic Scale Co.**

**PERU, ILLINOIS**



## Supreme Court Decisions

**A stipulation in a contract of carriage requiring suit on the contract to be begun within six months after the accrual of the cause of action is void.**—Southern Kansas Ry. Co. of Texas v. J. W. Burgess Co. Court of Civil Appeals of Texas. 90 S. W. 159.

**Carrier's Liability.**—Under the laws of Georgia a carrier cannot bind the shipper by a contract limiting the liability of the carrier, unless it is signed by the shipper at the time of the shipment.—Fraser v. Charleston & W. C. Ry. Co. Supreme Court of South Carolina. 52 S. E. 964.

**Corn Warehoused in Car.**—Where a carrier had no depot or warehouse at the place of destination for the storage of such freight as corn, it had a right to warehouse the corn in cars on side tracks.—Gratlot Street Warehouse Co. v. St. Louis, A. & T. H. R. Co. Supreme Court of Illinois. 77 N. E. 675.

**B/L Need Not Be Attached to Claim.**—In proceedings under 24 St. at Large, p. 81, to recover penalty of carrier failing to pay for damages to freight within a specified time, claimant need not attach to his claim the freight bill, or receipt and B/L.—Hawes v. Southern Ry. Co. Supreme Court of South Carolina. 53 S. E. 285.

**Sale by Sample.**—Where, in an action for goods sold by sample, the buyer pleaded the general issue, and alleged that the goods fell below the sample, the seller had the burden of proving that the goods delivered were equal to the sample.—Rosenstein v. Chsein Mfg. Co. Supreme Court of New York, Appellate Term. 98 N. Y. Supp. 645.

**Warranty of Machine.**—An agreement by a seller of a machine to set it up and put it in good working order does not amount to a warranty that the machine, when put in order, will do the particular work for which the buyers require it.—McSwegan v. Gatti-McQuade Co. Supreme Court of New York, Appellate Term. 98 N. Y. Supp. 692.

**Arbitration.**—Where a submission agreement was so defective that the proceedings did not amount to a statutory arbitration, so that the court had no power to order judgment on the award, it had no power to vacate the award.—Electric Steel Elevator Co. v. John Kam Mailing Co. Supreme Court of New York, Appellate Division. 98 N. Y. Supp. 604.

**Arbitration Set Aside.**—The unauthorized refusal of arbitrators to consider depositions which constitute the only evidence in behalf of one party on a vital point of the question in dispute constitutes such a mistake on their part as to authorize the setting aside of the award.—Roberts Bros. v. Consumers Can Co. Court of Appeals of Maryland. 62 Atl. 585.

**State Weights Not Authorized.**—Rev. St. 1898, Sec. 7676 (Laws 1893, p. 182), providing for official weighmasters and weighing where state grain inspection may be established, does not authorize such weighing where the law does not require inspection, even where the state inspectors do inspect the grain by permission of the board of trade.—State v. Goffe. Supreme Court of Missouri. 91 S. W. 486.

**Connecting Carriers.**—A final carrier cannot be held liable for defaults of previous carriers in the performance of the contract of carriage, on the theory that it was a connecting carrier and handled the goods under the original contract of affreightment, in the absence of evidence in support of that theory.—Berry Coal & Coke Co. v. Chicago, P. & St. L. R. Co. St. Louis, Court of Appeals, Missouri. 92 S. W. 714.

**Difference of Opinion Ground for Arbitration.**—It is not necessary that a person should have a legal cause of action against another to authorize a submission to arbitration, and to bind the latter by the award, but a difference of opinion between the parties on the whole case including the latter's liability and the amount of damages is sufficient.—Houston Saengerbund v. Dunn. Court of Civil Appeals of Texas. 92 S. W. 429.

**Freight Rate.**—Common carriers of freight, having adopted classification sheets fixing transportation charges, and having filed the same with the Interstate Commerce Commission, are, as well as the shippers, bound thereby; and contracts between such carriers and shippers are presumed to be governed by the classification sheet in force at the date of shipment.—Smith v. Great Northern Ry. Co. Supreme Court of North Dakota. 107 N. W. 56.

**Order by Notify Party.**—Where goods were billed for shipment to a point beyond the terminus of a railroad, with a direction to notify a third person, and on their arrival at the terminus the railroad notified the third person, and on his order retained them at that point for a week, it is liable for the delay; the order from the third person not being sufficient to justify it.—Isham v. Erie R. Co. Supreme Court of New York, Appellate Division. 98 N. Y. Supp. 609.

**Customary Alteration of Bs/L.**—A custom to change and alter dates on Bs/L at the time of and prior to the issuance thereof, whenever necessary to make the date on the bills presented to the carrier for issue conform to the true date of issue, is ineffective to support a fraudulent alteration of "spent" bills for other purposes than to make them conform to the date of issue.—Merchants Bank v. Baltimore, C. & R. Steamboat Co. Court of Appeals of Maryland. 63 Atl. 108.

**Arbitration.**—Where the parties to a suit agree to submit it to arbitration and to discontinue the suit, and that the award of the arbitrators shall be final, one of the parties cannot, after an award against him, bring a new suit for the same cause of action, where there is no mistake of law or of facts as shown by the award, and no fraud is claimed.—March v. Lukens. Supreme Court of Pennsylvania. 63 Atl. 327.

**Shipper Not Under Obligation to Help Sell Property Converted.**—After a shipper of goods consigned to shipper's order has elected to treat the property as converted on account of the carrier's wrongful neglect or refusal to deliver according to his order, and has notified the carrier of such election, he is no longer under obligation to defend suits relating to the property or to aid the carrier in disposing of it.—Atchison, T. & S. F. Ry. Co. v. Schriver. Supreme Court of Kansas. 84 Pac. 119.

**Carrier to Store Consignment.**—The failure of the legal holder of the B/L to appear for the purpose of receiving the goods when they reached their destination did not relieve the carrier of liability, but it was required to store the same with the company designated with directions to deliver to the person entitled thereto on the production of the B/L properly indorsed.—Arkansas Southern Ry. Co. v. German National Bank. Supreme Court of Arkansas. 92 S. W. 522.

**Stocks Carried on Margin.**—Where a stockbroker carried stocks on margin for plaintiff's assignor, a mere statement that there was a balance in the latter's favor did not evidence the existence of a defined debt due from the broker to such assignor, in the absence of evidence of authority from the assignor to sell the stock, and a sale thereof by the broker.—Egner v. Strong. Supreme Court of New York, Appellate Term. 98 N. Y. Supp. 753.

**Matured Crop of Bankrupt.**—Under the law of Iowa, which exempts to a farmer a homestead of 40 acres (Code 1897, Sec. 2978), and also farm machinery, certain stock, and feed for the same for six months (section 4008), matured crops are not exempt to a bankrupt because grown

upon the homestead; but his exemption therein is limited to that given by the provisions relating to personal property.—In re Sullivan. District Court N. D. Iowa, E. D. 142 Fed. 620.

**A rule of a board of trade which provides that the president of the board shall appoint a committee to determine a dispute between parties as to the person to whom a margin, deposited to secure a transaction, shall be paid, and further provides that the committee's determination, when certified to the depository by the president of the board, shall authorize payment by such depository, is a valid rule, and, in the absence of fraud on the part of the committee, its determination is binding upon the parties.—Faucard v. Waite. Supreme Court of Illinois. 75 N. E. 779.**

**Gratuity Fund.**—A by-law of the New York Produce Exchange, provided that the gratuity fund established under Laws 1882, p. 28, c. 36, should not constitute any estate in esse which could be mortgaged or pledged for the payment of any debts, but as a gift from the subscribing members to the family of each deceased member. Held that, while the interest of the beneficiaries in such fund could not be assigned to secure a debt having no relation to it, it was assignable to secure repayment of moneys paid by another to keep alive such interests.—Holmes v. Seaman. Court of Appeals of New York. 77 N. E. 724.

**General Average.**—A consignee who offered no objection to terms of a general average bond tendered him, and made no request to be permitted to make a deposit in lieu of giving bond, and protested against executing the bond solely on the ground that it could not lawfully be demanded, because the expense to which he was asked to contribute was due to negligence and was not subject to general average, and who soon afterwards offered to sign the bond, waived any possible objections to the terms of the bond.—Berry Coal & Coke Co. v. Chicago, P. & St. L. Ry. Co. St. Louis Court of Appeals, Missouri. 92 S. W. 714.

**Conditions of B/L Not Accepted.**—Where a B/L provided that, if the shipper did not elect to sign and accept the conditions printed thereon, the property would be transported at the carrier's liability, limited only as provided by common law and the laws of the United States and the several states, and the shipper signed no acceptance of the conditions, a further provision of the B/L that its surrender, properly indorsed, should be required before the delivery of the property at destination, had no application to the shipment.—A. H. George & Co. v. Louisville & Nashville R. Co. Supreme Court of Mississippi. 40 South. 486.

**Prompt Presentation of Check.**—A person receiving a check, on a fund in the hands of a bank, for the amount of a demand against the drawer thereof, is bound to exercise reasonable diligence in making presentment thereof for payment, if he wishes to avoid risk of loss by insolvency of the drawee. If the payee of the check and the drawee reside, or have their places of business, in the same city or town, presentment must be made before the expiration of business hours of the day next after the day of the receipt thereof.—Lewis, Hubbard & Co. v. Montgomery Supply Co. Supreme Court of Appeals of West Virginia. 52 S. E. 1017.

**Duty to Furnish Cars.**—In an action against a carrier for failure to furnish cars for the carriage of freight, the evidence showed that there was a shortage in cars by reason of an extraordinary accumulation of freight; that the carrier had seven cars per mile for each mile of its main line and branches, which compared favorably with other carriers in that part of the country; that it, in anticipation of new business, ordered 1,500 new freight cars, which it thought would be sufficient to handle the business. Held, that the carrier was not liable; it being bound only to provide reasonable facilities



for the carriage of freight offered in the regular course of business.—St. Louis Southwestern Ry. Co. v. Clay Gin Co. Supreme Court of Arkansas. 92 S. W. 531.

**Expulsion of Exchange Member.**—Where a member of a voluntary association receives a summons to appear before the directors to give information under the provisions of a certain article in the constitution, and on the back of the summons the by-law giving the authority of the directors to require the attendance of any member was printed, the summons was insufficient on which to base his expulsion, in the absence of notice of charges preferred against him, though there was no provision to that effect in the constitution and by-laws.—Williamson v. Randolph, pres. Consolidated Exchange. Supreme Court of New York. 96 N. Y. Supp. 644.

**Shipper's Weights.**—Where, under a written contract, a carrier was to accept and ship freight according to the shipper's scale of weights, with a proviso that the carrier could from time to time inspect the books of the shipper to verify the weights, and that the shipper would pay all undercharges found due, the carrier was not precluded from going behind B/L and freight bills signed by it and showing that the weights furnished by the defendant were incorrect, and recover shortage, though the carrier's agent knew of the shortage at the time the shipments were made.—Belton Oil Co., v. Gulf, C. & S. F. Ry. Co. Court of Appeals of Texas. 92 S. W. 411.

**Sales on Margin.**—Where a client intrusts to brokers a sum of money as margin for the purchase and sale of securities, but in fact no purchases or sales were ever made except by offsetting orders to purchase and sell against similar orders from other clients, this did not constitute a fulfillment of the plaintiff's orders; and, he is entitled to recover the amount deposited, with interest, though his contract with them provided that any

other client might be the purchaser or seller, and that they should not be obliged to disclose the name of the client in any event.—Haight v. Haight & Freese Co. Supreme Court of New York, Appellate Division. 98 N. Y. Supp. 471.

**Order Shipment not Subject to Attachment.**—Where a person orders goods, and the owner, contemplating a sale, delivers them to a common carrier, to be shipped to his own order at the station of the proposed purchaser, title does not, without more, pass from the owner. And where the owner upon such shipment of goods, makes a draft in favor of a third person on the proposed purchaser for the price of the goods and endorses the B/L and delivers that, with the draft attached, to the third person, for a sufficient consideration, intending thereby to sell the goods, the delivery of such draft and B/L so indorsed will convey to that person the title to the goods. Accordingly, when a sale is thus completed before the goods are levied upon under an attachment against the original owner, the property, upon the trial of the claim interposed by the owner of the draft and B/L, should be found not subject.—Amer. Natl. Bank v. Lee. Supreme Court of Georgia. 53 S. E. 268

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The imports of beans and pease for the 10 months have been 429,500 bus., against 440,500 bus. for the corresponding months of 1904-5.

Of foreign beans and pease we re-exported during the 10 months prior to May 1 38,500 bus., against 75,200 bus. for the corresponding period of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

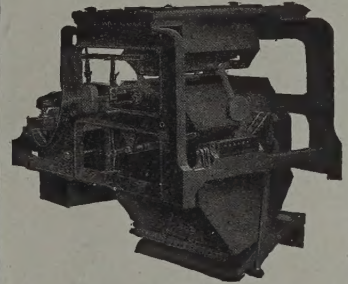
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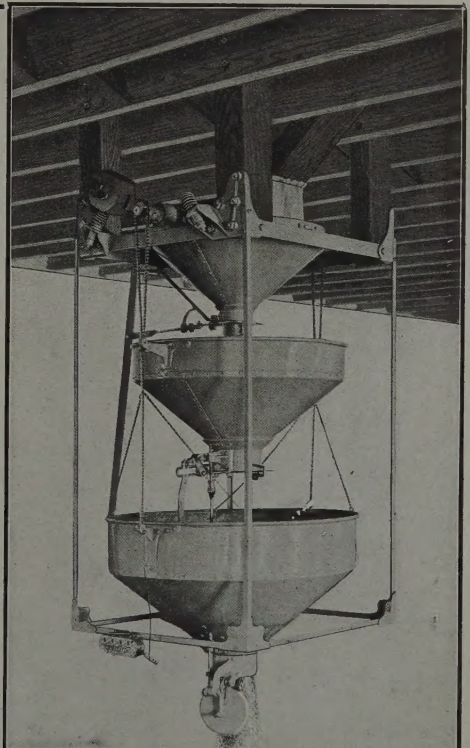
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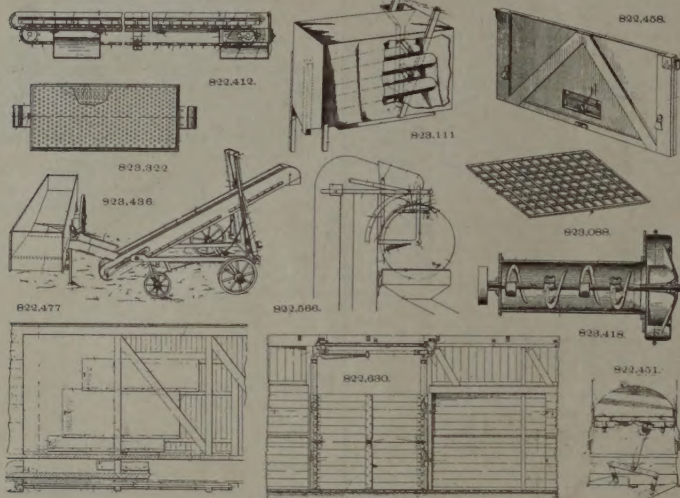


## Patents Granted

Muffler. No. 823,115. Benjamin A. Gramm, Chillicothe, O.

Gas Engine. No. 823,450. Benjamin F. Stewart, Chicago, Ill.

Gravity Dust Collector. No. 823,463. Dennis Deneen, Glencoe, Minn.



Rotary Explosive Engine. No. 822,952. Wm. M. Jewell, Chicago, Ill.

Valve Gear for Explosive Engines. No. 823,039. Frank B. Ellis, Hutchinson, Minn.

Carburetor for Gasoline Engines. No. 822,681. Robert A. Middleton, Rexburg, Idaho.

Air Valve for Gas Engines. No. 823,185. Reuben Miller, Jr., assignor of  $\frac{1}{2}$  to D. W. Dunlevy, Pittsburg.

Valve Gear for Explosive Engines. No. 823,347. Albert G. Menges, Grand Rapids, Mich., assignor to Wm. Harrison, Grand Rapids.

Internal Combustion Engine. No. 823,286. Ludwig Mertens, Charlottenberg, Germany, assignor to Abbe Engineering Co., New York.

Carburetor for Explosive Engines. No. 823,485. Wm. J. Steinbrenner and Godfried J. Mayer, Buffalo, N. Y., assignors of  $\frac{1}{2}$  to Wm. H. Kreinheder, Buffalo.

Spark and Valve Controlling Device for Explosion Engines. No. 822,525. Robert M. Keating, Middletown, Conn., assignor to the R. M. Keating Motor Co., Middletown.

Grain Door. No. 822,458 (see cut). Talbot Lennox, Chicago, Ill. The door comprises a framework of wood having a protective covering on the outside. Strengthening braces are secured over the covering.

Grain Dump and Elevator. No. 823,436 (see cut). Peter P. Oyer, Meadows, Ill. The inclined elevator is supported on the front and rear axles of a running gear, one end being raised by a derrick at the rear, the lower end having a compound chute feeding the grain into the boot casing.

Grain Measuring Apparatus. No. 822,566 (see cut). Wm. Whiteford, Virden, Canada. The apparatus is attached to the elevator head by a supporting bracket on which are pivoted a hopper and a beam having a weight on one end and a rotary multicompartment member pivotally supported on the other end.

Apparatus for Separating and Grading Grain. No. 823,322 (see cut). John F. Delany, Colona Station, Ill. A series of pan-shaped screens adapted to form a closed receptacle having funnel-shaped perforations, those of one screen being larger and longer than those of the other,

the screens being hinged together to close one upon the other.

Seed Testing Apparatus. No. 823,088 (see cut). Wm. Ulbrich, Atlantic, Ia. The apparatus comprises a main and an auxiliary soil receptacle, the latter resting on the former while the seeds are germinating. A removable indicating frame having a plurality of indicated spaces is placed on the main receptacle while the seeds are being deposited.

Grain Door for Cars. No. 822,630 (see cut). Edward Posson, Chicago, Ill. Pivotally supported above the grain door are a pair of bell cranks to raise and lower the door. The cranks are connected and are operated by a lever. The car body has a countersunk grain door seat at one side of its opening, a rail extending over the doorway, on which the hanger brackets travel and move pivotally.

Seed Separator. No. 823,111 (see cut). Edwin C. Foltz, Louisville, Ky. A casing mounted to swing vertically contains a pair of rolls arranged with their peripheries in contact, whereby a gutter is formed, the seed being fed by a hopper to the upper portion of the gutter. The rolls have a cloth covering on a cushion. Several pairs of rolls are superposed, receiving seed from the same hopper by independent spouts.

Portable Distributing Conveyor. No. 822,412 (see cut). Gustav Wenzelmann and Edward H. Overholt, Galesburg, Ill., assignors to the Wenzelmann Mfg. Co. A trough having removable bottom sections contains a chain conveyor and has suspended delivery spouts. At the forward end of the trough are adjustable hangers comprising a head rotative thereon, a two-part head at the opposite end

and means adapted to adjust the hangers as to length.

Conveyor. No. 823,418 (see cut). Frank F. Landis, Waynesboro, Pa. The conveyor comprises a casing, a driving shaft having a discharge on one end, conveyor sections arranged at intervals throughout its length, each of the sections consisting of a hub and a single arm curved from the hub, first substantially at right angles with the shaft and then in a spiral direction toward the discharge end. Each arm has mounted opposite a counterbalancing weight.

Grain Door for Freight Cars. No. 822,477 (see cut). John Rohrberg, Sioux City, Ia., assignor of  $\frac{1}{2}$  to Rohrberg Bros., Osmond, Neb. Upright joists are spaced from the siding of the car and provided with upper and lower series of guide notches, in which slide the superposed sections of the door. At one side of the doorway is a fixed track section for the support of the door when open, an endwise shiftable track section supporting the door when closed.

Automatic Weigher. No. 822,451 (see cut). Jas. S. Herron, Hunter, Okla. The weigher comprises hangers, a scale beam fulcrumed thereon, a receptacle suspended from the beam, a trip frame pivoted to the receptacle and fulcrumed on the hangers, a door carried by the receptacle and closed and locked when the latter is overbalanced by the beam. The doors controlling the lower ends of the two compartments have linked to them rock frames, from one of which projects a pin, engaged by a gravity catch, which is tripped by the overbalancing of the beam.

## Financial Statement of the Grain Dealers Mutual.

The financial statement of the Grain Dealers National Mutual Fire Insurance Co., issued June 1st, shows total assets to aggregate \$533,943.06; of this amount \$456,126.84 represented the net value of the premium notes, the balance being cash assets, \$39,300 of which was invested in first mortgage bonds and \$26,053.30 in non-taxable bonds.

Secy. McCotter reports that the self-inspection system has been extended to more elevators and he believes that the number of losses and the loss ratio has been materially reduced thru the careful work of the policy holders.

## Philippine Imports and Exports.

Imports of breadstuffs into the Philippine Islands for the 12 months of 1905 included 105,317 bus. of oats, 176,580 bbls. of wheat flour, and 834 bus. of corn, barley, rye and wheat; compared with 75,784 bus. oats, 182,166 bbls. wheat flour, and 1,143 bus. corn, barley, rye and wheat, for 1904, as reported by the War Dept.

Hay amounting to 3,378 tons was imported into the islands last year, against 3,603 tons in 1904.

Beans and pease amounting to 50,000 bus. was imported into the Philippines last year, against 40,000 bus. in 1904.

The hemp exported from the Philippine Islands during the year amounted to 128,383 tons, valued at \$21,757,344; against 121,637 tons, valued at \$20,944,177 for the preceding year.

Rice imports into the Philippine Islands during the year 1905 amounted to 483,411,974 lbs., compared with 585,880,567 lbs. during 1904.



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